

G.2 Public Comments (Written and Verbal)

Topic: Southbound Direct-Connect Ramp to Reno-Tahoe International Airport

Date Received	Comment
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Gil Chaput A Voter
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Gil Chaput A Voter
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Kandyce Esparza
12/10/2018	Sir: Please do not remove the freeway southbound off ramp to the airport. I don't know whose boneheaded idea this is, but it's a bad idea. Please try to come up with an idea to speed up the Spaghetti Bowl interchange. That's what needs improving. Not restricting airport access from the freeway. Thank you Michael Kay
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Linda Philipcheck
12/10/2018	How can you even think of removing the ramp to the airport. Without replacing it with another ramp?? Richard Zoucha 775-336-8071
12/10/2018	A properly improved I-580 Spaghetti Bowl benefits everyone. However, the current plan negatively affects the airport, which impacts the tourism and business communities. NDOT wants to remove the "flyover ramp"

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	entrance and exit that provides fast, efficient unfettered freeway access from the airport. RNO serves more than 4 million passengers per year. The Master Plan projects 6.5 million by 2036. With traffic increasing, now is not the time to inhibit freeway access for RNO. If NDOT can include the I-580 southbound entrance ramp to RNO in its Preferred Alternative in the Environmental Impact Statement, RNO will quickly become a vocal champion of the entire plan. But we need your help to accomplish this. Sharon Spangler
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. All modern cities, have direct access to airports without the need to stop at stop signs and/or lights. I would love to additionally see off ramps directly to the airport from the northbound lanes as well. Thanks for your consideration Sincerely, Quinn Greenly
12/10/2018	To whom it May Concern: Please include the southbound I-580 ramp into the Reno-Tahoe International Airport in the federal environmental assessment for the Spaghetti Bowl Interchange. It would be a big loss not to include it in the study. Brian Picken Airport Manager 1300 Airport Road Mammoth Lakes, CA 93546 (ph) 760-965-3621 (cell) 760-914-0065
12/10/2018	Dear Sir: This letter is written in objection to removing the southbound Interstate 580 ramp to the Reno-Tahoe airport. Whoever came up with this idea is completely lost their mind this allows for easy Flow into and out of the airport we have over a million tourists to come through the airport they do not know to exit off of Vassar and Plumb Lane and it would create a nightmare for the bus transportation system that is located under the freeway. If you remove this ramp it will cause traffic congestion and problems with ingress and egress into the Reno-Tahoe airport. By way of introduction I am the son-in-law of Raymond I. "Pappy" Smith the former founder of Harolds Club in Reno Nevada. I have served on the Washoe County Board of Adjustment as Chairman I've also served on the Washoe County Design Review Committee and a former member to the Board of Equalization. I totally opposed any such thought of removing the southbound I-580 off ramp to the airport somebody's lost their mind. Are you aware of what happens during Hot August Nights and the number of people coming to

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	and from the airport this is a no-brainer for me. What in the world are you people thinking? I strongly voice my objection and will encourage all my friends to oppose a ridiculous proposal. Respectfully submitted, Rex Williams 3740 Brant Street Reno Nevada 89508
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I have used the current ramp many times and it provides easy and relaxed entrance to the airport, especially at peak traffic times when everyone is frustrated with delays. Thank you. Michael Kuhn, 1516 Rio Grande Drive, Reno, NV 89521
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I would also like to see a ramp from the airport directly onto the freeway when exiting. Coming & going to the Reno-Tahoe Airport can be quite a traffic cluster when traveling on roads like Plumb Lane and Terminal Way. The signals & lanes, especially exiting the airport are extremely confusing. I travel from California & use the Reno-Tahoe Airport as often. It's much more convenient to and from Truckee than the alternative thru Sacramento. Traffic flow coming & going to the airport property can be a hazardous situation. Many of us are very thankful for the offramp directly into the airport from 395 and would not like to deal with the congestion that would be caused if it were eliminated. Sincerely, Edy Klang 11443 Silver Fir Dr Truckee, CA 96161
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I came for a congested area with an airport that has only one entrance and exit and is a hazard. Thank you. Cari Colo
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Tamara Burke 4201 Midas Way Carson City, NV 89706
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Tamara Burke 4201 Midas Way Carson City, NV 89706
12/10/2018	Hello, I fly out of Reno-Tahoe airport about 10-15 times a year and you cannot close the freeway exit!!! If you did this it would be another horrible mistake by NDOT!!! Find a different way. You need to figure out the Spaghetti Bowl problem first!!! Thank you, Matt Elliott
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you, Ron Dronen
12/10/2018	We are active users of KRNO both as passengers and owners of a general aviation aircraft based at KRNO. We ask the NDOT to please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the traffic as well as the federal environment assessment for the Spaghetti Bowl Interchange. The airport is a vital asset to our growing region and its freeway access should be enhanced and not diminished. As currently configured in the announced plans this important asset will be compromised. This is not acceptable. Mark and Lucinda Gunderson
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Sincerely, J. Michael Hoeck, SIOR
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I personally don't use that ramp as I come from the south part of town but I am so glad that others have that access and that they can come into the airport from the airport and do not cause more traffic on the main entrance access from Plumb and Terminal. Thank you. Noreen Leary 341 Lorraine Court Reno, NV 89509 775-750-5423
12/10/2018	Hello, I want to add my voice to the opposition to the NDOT plan to remove the south ramp to the Reno-Tahoe Airport. The plan to do so defies common sense and will exacerbate an already growing problem with traffic in and out of our airport. Reno and the area is growing at an amazing rate, yet you seek to limit access to one of its main hubs of travel and commerce. Please, take my opposition seriously. Amend your plan. I don't think the opposition will go away quietly...we love this place and want to help it grown, as I sure you do. I'm not opposed to fixing the Wells Avenue/I-80 mess or the northbound traffic to the north valley's issues. Let's not mess up the one part of I-580 that does work! I will take this time to thank you for the slurry of McCarran Blvd from Cashill to Mayberry last year. That was really appreciated. Best regards, Debe Fennell Debe Enterprises 775-762-0370
12/10/2018	I am strongly opposed to the Nevada Department of Transportation's proposal that would significantly limit access to the Reno-Tahoe International Airport. Kind regards, Mark C. Altshule
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Jennifer Browne 2970 Fairwood Dr Reno, NV 89503
12/10/2018	Dale Keller: I favor the alternative to include the southbound freeway access ramp into the airport as the preferred alternative of the Spaghetti Bowl Environmental Impact Statement. I have frequented the airport for flights on a twice weekly basis since early 1991, and it is obvious inbound traffic to the airport from the north would be a logjam without the access ramp. NDOT has several alternatives to expanding I-580, and the existing access ramp is an absolute necessity for the Truckee Meadows. Everyone I have spoken with on this issue is astounded NDOT would even consider demolishing the access ramp, both because of the cost to

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	build it in the first place, and the usefulness and productivity of the ramp's design. Thanks for your attention for our opinion on the proposal. Paul McDonald Box 50504 Sparks, NV 89435
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. The airport is a vital asset to our community and its freeway access should be enhanced, not reduced. Thank you, Michael Browne PO Box 61386 Reno, NV 89506
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Linda W. Smith 2335 Pioneer Dr. Reno, NV 89509 775 742-2296 cell linda@renosmith.net
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Martha Tompkins
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As someone that calls Reno home and uses the airport more than twice per week for business, it is vital that you don't change the traffic pattern. Please consider this a letter of FULL support. High Five - Roy Tuscany
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be

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12/10/2018	I'm unable to attend the NDOT meeting on this subject but would like to register my comment: PLEASE DO NOT REMOVE THAT RAMP! IT IS A WONDERFUL ASSET FOR ACCESS TO THE AIRPORT. Ed Friedrichs
12/10/2018	For a large growing community it is absolutely stupid to shut off the offramp Diane Bianconi McNeil, Reno resident, Auctioneer/Event Planner www.dbmenterprises.com 831 596-2606 cell
12/10/2018	I am asking NDOT to please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I as a resident of Reno supports the Spaghetti Bowl Interchange, but not at the expense of a transportation entity with 4.2 million customers who bring \$3.1 billion in economic impact to the region each year. Please help us keep traffic flowing safely into and out of RNO. Thank you Rick Vela
12/10/2018	Your plans to close the on ramp to southbound I-580 is insane. I oppose this idea fully. I have seen my tax money spent in places where it could be utilized better. But haven't expressed my feeling. But this I will. Again. This is an insane plan. Chris Henning Gardnerville Nv henning48@charter.net
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Safety/Security Issues *Removal of the direct airport access ramps eliminates all but one access route for first responders in the event of an active shooter event,

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	terrorist activity, aircraft incident, or other mass casualty crisis. *Freeway ramps offer the fastest response and transport route between RNO and area hospitals. *NDOT plan creates a single point failure intersection, where a traffic disruption (accidental or purposeful) would make the facility, and its occupants, vulnerable soft targets. *Removing the airport access ramps increases security risks by negatively impacting: Speed, Accessibility, Reliability, Safety and Security, Convenience, and Connectivity. Sincerely, Lee Oscar an aviation employee of the FAA
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Nonstop Road Access Vital for Growing Airport. While our community is facing record growth and growing demand for air travel, the fastest way in and out of the region will be dramatically slowed down. NDOT traffic study uses estimates 64% lower than airport projections. Rather than a non-stop flyover ramp to catch a non-stop flight, rushing travelers will be slowed by stoplights, stop signs and turns. Of the 90 busiest U.S. airports, only a handful don't have flyover access; they are more than one mile from a freeway. RNO is ranked 63rd and borders I-580. Removing the flyovers takes the airport back 30 years. Emergency response and egress dangerously constrained to one point. NDOT must include the airport's alternative plan for RNO access in the final EIS. Thank you. Lee Oscar An Aviation Professional working for the FAA here in Reno for 28 years
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I am very concerned about the safety issues! Sincerely, In Touch With You ~ Diane Merrick
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Jessica Berg
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.

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12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Charles Warczak Fernley, NV
12/10/2018	Dear Mr. Keller, Please include my voice as part of the opposition to the removal of the southbound ramp from I-580 into the Reno-Tahoe International Airport. I understand that the federal environmental impact statement is due shortly and I don't believe removing access to the airport and making it a one way in, one way out, is the best alternative. Thank you, A.M. Drager 14235 Prairie Flower Ct. Reno, NV 89511
12/10/2018	This is a negative comment on your proposals to eliminate ramps currently in use to access and egress the airport in Reno. Please, what are you thinking? Elimination of these ramps is a step into history. Someone at DOT needs to get some common sense about this issue and plan to save the multiple access and egress ramps. Keep multiple access and egress onto the freeway. Our region is growing both in the residential and commercial venues. Restricting access to the airport is an invitation to gridlock and increases safety concerns. Phil Povey Verdi, Nevada 89439
12/10/2018	Sir or ma'am, I'd like to advocate for keeping the southbound I-580 ramp open. As a frequent flyer, I drive from Fallon, NV to RNO for flights. The southbound ramp makes entry to the airport super easy. Without this ramp, I'd likely add 10 minutes per trip, just to enter the airport. This inconvenience would extend to passenger pickup, which I also do occasionally. Please keep this ramp open. Thanks for your time. Best, Chris Reidy
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I am also concerned with how the new development on Plumb and Virginia will affect the ramp area if the southbound ramp is removed. An additional 1,200 residences are estimated to be completed in that space which will greatly impact the entrance and exists of I-580 at Plumb. Has

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	this been taken into account with the redevelopment plan for I-580? Thank you, Jamie Lokan 503 Modoc St Reno, NV
12/10/2018	To whom it may concern: With the fast growing population of this valley removing the ramp will be a huge detriment to the flow to and from the airport. Before the ramp was constructed all airport traffic flow was via Plumb Lane, the congestion was so bad that the ramp was built. The population has since tripled so why would reverting back to the old way even be a consideration ? I vote NO. Sue Emerich
12/10/2018	I get your idea, I believe. BUT that could strand a lot of innocent lives. And cause a lot of safety issues on the roads leading to the Airport. Just say NO Nancy did. Thank you Mr. Wood Dayton, NV
12/10/2018	Dear Mr. Keller, Please include the southbound I-580 ramp into RNO airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Best regards, Karen Hartley
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As a regular air commuter who lives full time in Reno, flying in and out of the city at least three times per month, the ease of the airport was one of the main reasons we made Reno home. I have heard this from many other air commuters as well who have relocated to the area. With the growth of businesses here, keeping this critical access to the airport is paramount. Thank you. Sincerely, Molly Mulloy Crafted Communications
12/10/2018	Sir, I STRONGLY oppose the NDOT plan to reroute traffic from the Reno Airport. Currently, the situation seems to be working. Why would you fix something NOT broken? Please reconsider this action. Thank you, Elizabeth Mcgeein 757 Lyell Way Gardnerville, NV 89460 An Army Veteran. A widow.

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12/10/2018	As a frequent user of KRNO the proposed road closure leaving only one entrance and exit is absurd on it's face and it boggles the mind that it would even be contemplated. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the Spaghetti Bowl Interchange. If you don't, you risk losing not only my business but thousands of other folks who will choose a destination that serves the public, not the NDOT bureaucrats. Sincerely, Robert Epperson
12/10/2018	Hi, I am a higher-income individual that relocated to Reno-Tahoe within the last 2 years. A large part of the reason I brought my family to the area was an attraction to the area's quality of life - this includes access to good infrastructure like RNO. I commute 3 or 4 times per month to NYC and Boston from RNO. I strongly oppose elimination of I-580 access to the airport as part of the interchange improvements from I-80 and I-580. Reno has the opportunity to grow in to a leading city in the West... this move will take the region backwards. Frankly it is poor judgement from whoever drafted this plan. Thank you, Michael Fox +1 612 859 7062
12/10/2018	Dear Mr. Keller: Reno is growing! The airport is growing! And access into the airport should not be restricted. So, please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. I use this ramp to get to the airport for business and personal reasons. Frankly, I would think there would be studies on how to enhance access to the airport. My guess is that any current plans to restrict our airport access must have been done by people who don't live and commute in Reno. Best regards, Mitchell Cogert
12/10/2018	I would like to voice my concern regarding your overly zealous position regarding the S/B I-580 off-ramp leading to the airport. Instead of impeding traffic, your intent should be to speed up traffic in and out of the airport. As planned, that is certainly not the case. One way, in and out, can only lead to massive problems should anything out of the ordinary occur, and occur it will, if history is any indication. Please reconsider your current project as planned, and look into reconfiguring your current ingress/egress routes to enable a smoother transition.

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	Thank You, Herbert Poe 1148 Elkrigde Dr Carson City, NV 89701
12/10/2018	Mr. Keller, It is our understanding that NDOT is considering removing the airport flyover ramp connector under the new Spaghetti Bowl Interchange plan. As someone who has spent many years as a resident of Reno/Sparks and travels for a living we believe that this would be a grave mistake. Not only does the airport flyover serve our own community well it is a statement of efficiency to our visitors. We have spent time traveling through various airports across this country, and others, and the egress and ingress of the airport leaves an initial and final impact of the city. We feel our airport authority has done some important work to improve the experience in our airport and we wouldn't want to see that lessened by the frustrations that would be created by the removal of this key access point. We as residents of this community all would like to see the improvement of the Spaghetti Bowl but not at the expense of another beneficial logistical section of our commute. Thank you for your consideration and re-evaluation of this part of the project. Regards, Paul & Jamie Evans Evans Sales Group, Inc.
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. The airport cannot be limited to one way in and one way out. The traffic flow works well around the airport because of the existing freeway ramps. Sincerely, John S Chambers
12/10/2018	Dear Mr. Dale Keller, Eliminating the direct ramp into the Reno-Tahoe International Airport is a bad idea. I'm sure that there are many who will detail all the reasons why this ramp should be spared and remain in service, so I'll save both of us time by simply stating: there needs to be more than one way to arrive at the airport to prevent more congestion than there already is and in the event of a natural or man-caused disaster. Please reconsider your decision. Thank you, J. S. McElhinney III, D.D.S. Laser Dentistry and Cosmetic Rejuvenation 1181 University Ridge Drive Reno, NV 89512
12/10/2018	It is absolutely ridiculous to consider removing the airport exit from the I-580 freeway. What could you possibly be thinking? Mary Weber 1260 Meridian Ranch Dr Reno 89523
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the Final EIS for the Spaghetti Bowl Interchange

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	as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Alice Kujawa Incline Village, NV
12/10/2018	It would not be beneficial to remove our access to the airport from the freeway.
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. SHERRIE CARTINELLA Ferrari-Lund Real Estate 3700 Lakeside Drive Reno, NV 89509 775-762-2323
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Charles A. Romick M.D.
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Cathy Leonard
12/10/2018	Myself and my family all use and strongly support the continued availability of the southbound freeway entrance to the Reno-Tahoe International Airport, and request that it's use be maintained and not eliminated during the planned "Spaghetti Bowl" rework. David Miller Family
12/10/2018	To whom it may concern: As we all know Reno in the past few years has morphed from a small-medium sized Western town into a California type boom city. Favorable taxes, weather, workforce, transportation, recreation and location have created this huge expansion. Also the continued mass exodus of Californians seeking a better quality of life, has put tremendous pressure on Reno and street network. This city is both a work and retirement center. Industrial expansion has taken place like never before with dozens of tilt-up multi-thousand square foot facilities for both manufacturing and warehousing. Added to all this is the extreme boom in cheap multi-floor (3 and 4 floor structures without elevators) high density wood built housing projects, throughout the Washoe Meadows. It's insane what has happened to Sparks. This new massive sea of humanity in Reno has created immense pressure on the surface street

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	network along with increased air traffic. The Reno-Tahoe International Airport is a mega commerce generator with air freight – passenger freight, and associated services such as car rental outlets, restaurants, offices and lodging nearby. Reno today as we can all attest is like cramming 10 pounds of goods into a 5 pound sack. Your road planning and design must consider multi entrances to this air hub, as surface traffic to and from will only increase in the future. We are now seeing growth into the reaches of the desert like never before. Maintain, enhance and expand multi ingress-egress routes to the Reno-Tahoe International Airport. Also you have a tremendous challenge ahead in the freeway network expansion to handle the huge increased traffic flows with safety and reasonable traffic flow. Without this planning and building we will only become a California type city with the related congestion, gridlock and vehicle caused pollution. I'll be glad to provide additional input and suggestions having come from the far Eastern US with living experience in Chicago, Denver and Albuquerque. I strongly advocate multi routes to the Reno-Tahoe International Airport. Dave Murray Safety and Health Consultant STATE OF NEVADA Safety Consultation and Training Section 4600 Kietzke Lane Bldg E-144 Reno, NV 89502 Office: (775) 688-3730 Direct: (775) 688-3740 Fax: (775) 688-1478 Website: www.4safenv.state.nv.us
12/10/2018	Dear Mr. Keller, We live in California, over 100 miles from the airport. RNO, despite slightly higher fares, is always our choice for air travel, because of its terrific accessibility after traveling a long distance, or when heading home after a trip. Your proposal, as it stands, compromises the convenience of RNO as the origin of our travel. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Thomas & Virginia Yagerhofer Greenville, CA
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Sandy Morales
12/10/2018	Dear Mr. Keller, I am another taxpayer interested in seeing the preservation of the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.

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	As a regular user of the airport, and one who has to drive in from the west of Reno, this makes the ingress to Reno much more convenient. I'm not sure what technical issues prevent the saving of the existing structure, but it seems to me this should be a relatively easy engineering effort at little cost to the State. Please consider the long-term value of keeping this offramp in the plan. Sincerely, Chris Rimer crimer@alumni.haas.org / crimer@gmail.com
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Monica Hill Incline Village, NV 203-910-0117
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Given the growth in the Reno area, restrictions in traffic to and from the airport is shortsighted and will require more expensive revisions in the future. Thank you. Mary Ann Gallagher
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Maryann Gallagher Sparks NV
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Darren Barnes
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.

Date Received	Comment
	Sincerely, Joe and Carol Zwick
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Joseph and Carol Zwick
12/10/2018	The elimination of the Airport exit is ridiculous. What is the reason to consider the removal. The exit eliminates the back up of traffic at the Plumb Lane exit. The current airport exit saves time is never backed up and very convenient. Please reconsider the elimination of it. Please put my email address on any mailing list for updates and public hearings. Leighton Ratkey
12/10/2018	This is crazy- We have enough trouble trying to get big groups to come to our wonderful City Our access to the airport is great! Do not change and make things worse! Please excuse the shortness of this message and grammatical errors. I am responding from my phone Matt Williams
12/10/2018	I was concerned when I heard from a friend that there are plans to demolish the unimpeded special entrance and exit ramps for the Reno airport. I live in Portola, CA and Reno-Tahoe is the airport our family uses for travel. We drive 50 miles to the airport and I remember what it was like before that entry ramp was built. It took so much longer to get to the airport, extra minutes which are important to making a flight on time. Furthermore, although this sounds frivolous, the landscaping around the ramp is beautiful. I love that it uses native plants. Driving by those plants truly does make a positive difference to me every time I come to the airport. Lastly, and most importantly, an extra entrance and exit are vital for safety. What if there were an emergency and the only entrance/exit was blocked? I can't understand how these ramps would be demolished. It seems like a step backwards to me. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Laura Ashkin
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Sincerely,

Date Received	Comment
	Kathy White 2950 Century Dr Carson City, NV 89706 775-721-6725
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Steve White 2950 Century Dr Carson City, NV 89706 775-230-6108
12/10/2018	Dear Mr. Keller, I've lived in many different locations in multiple countries before moving to Reno. One of my prerequisites for residing in an area is that it has access to an airport. In my opinion, the ease of traveling to and from the Reno-Tahoe International Airport is one of the things that sets the Reno area apart from other regions. The airport's direct connection ramp from I-580 enables thousands of employees and millions of visitors to drive to the Reno-Tahoe International Airport easily and without traffic delays that would require extra driving time and trip planning. Not only would the proposal of closing the ramp into the airport negatively impact traffic by funneling all airport ground traffic into one entrance, but it would also be a security risk to limit access to first responders in the event of an emergency. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the Preferred Alternative. Thank you, Vicky Vermazen
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Emilie Pecka
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Emilie Pecka
12/10/2018	Please leave our airport ingress and egress alone as you try to figure out a solution to the poor highway planning already inflicted on our area. Karen Rollston

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	9755 Silver Sky Pkwy #408 Reno NV
12/10/2018	Dear Mr. Keller, Airports are a huge economic factors for cities. Access in and out always a challenge. For Reno, removing the access has no viable support to the community's airport. It's too bad the growth of the area has such an impact, but there are many modeled airports in the nation made better because of such dedicated entrances. Don't be reason to undo a good thing. Especially for the unknown tomorrows. I am a resident of the Stead area of northwest Reno. I fly frequently if not weekly to Silicon Valley (San Jose) where I work. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Tim Duffy
12/10/2018	Dear Mr. Keller, Airports are a huge economic factors for cities. Access in and out always a challenge. For Reno, removing the access has no viable support to the community's airport. It's too bad the growth of the area has such an impact, but there are many modeled airports in the nation made better because of such dedicated entrances. Don't be reason to undo a good thing. Especially for the unknown tomorrows. I am a resident of the Stead area of northwest Reno. I fly frequently if not weekly to Silicon Valley (San Jose) where I work. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Tim Duffy
12/10/2018	As a Reno resident and traveler, I agree with the Reno-Tahoe Airport Authority's keen opposition against the NDOT proposal to remove the southbound I-580 freeway ramp entrance to the airport for the following reasons: 1. The NDOT plan will cause serious, ongoing, traffic congestion for vehicles entering and exiting the airport. 2. Removal of the ramp will leave the airport with one entrance and one exit. The one airport road will be shared by cars, shuttle buses, rental cars, taxis, limousines, cargo vehicles, Uber, Lyft, etc. Inefficient and unsafe. 3. An accident or a terrorist incident may result in road closure, thus, emergency vehicles will not be able to reach the scene or the terminal in a timely manner. Extremely dangerous! Please consider these concerns and safety issues. I request that the southbound ramp from I-580 into the Reno-Tahoe International Airport be included in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Sincerely,

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	Dr. Rowena Shaw Reno, NV
12/10/2018	Unless the NDOT can provide improved and convenient traffic to the future of a separate Cargo traffic road, in addition to Passenger traffic, via a modified "Spaghetti Bowl" project, I am in support of the Airport Authority's request to include the southbound ramp access to the Airport into the environmental assessment for the Spaghetti Bowl Interchange. Note : The Reno-Tahoe Airport is the "Gateway" to a very rapidly growing business and economic development. Due consideration must be given to the rebuilding of the "Spaghetti Bowl" to accommodate both the Hwy-80 west/east continental traffic as well as the RTA to feed the region's economy. The current "Spaghetti Bowl" is totally outgrown in its infrastructure and constantly under construction/repair. There should be only one I-80, east and west (live line) with one high raised overhead exit/entrance to I-580 to go north and south with major feeder routes to Airport and Downtown Business exits/entrances to be designated. This project, in my opinion, may be constructed separately, expensive ??- less disruptive to the current traffic pattern and a long-term traffic pattern solution. It is time for the Reno planning dept. and the NDOT to plan for the next generation of Infrastructure. developments in the Reno/northern Nevada Region. Hans Ewald-ret. DL/RNO
12/10/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Anton Kuhl Frequent flyer out of Reno Airport
12/10/2018	Mr./Ms. Keller: Attached to this email is our letter stating our objection to any proposal from NDOT to eliminate the current southbound exit ramp from I-580 directly into the Arrival/Departure and Parking Lanes at the Reno-Tahoe International Airport. Please make sure this letter is submitted to the appropriate officials at the Public Hearing on December 12, 2018 and a copy is included in the record of such meeting. We also request that you read the entirety of this one page letter into the record at the December 12 Public Hearing so our comments are heard by all. Please use REPLY to confirm your receipt of this email and the attached letter. Thank you. Bill Magrath Dear NDOT: My wife and I are stunned to learn that the Nevada Department of Transportation is considering a plan to remove the southbound exit ramp off I-580 that currently provides direct access from I-580 to the

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	Arrival/Departure travel lanes and parking structure at the Reno-Tahoe International Airport. Removing this exit ramp is NOT in the public interest. Judy and I regularly access the Reno-Tahoe International Airport using I-80 to I-580 south and then conveniently access the Airport using the existing airport fly-over exit. This southbound ramp avoids multiple traffic signals and congestion on Plumb Lane and at Terminal Way. We simply cannot understand why NDOT would consider eliminating this existing convenient access to the public to the Airport. OBJECTION TO PROPOSED ELIMINATION OF EXISTING SOUTHBOUND EXIT RAMP. We strongly object to any elimination of the southbound I-580 freeway ramp entrance to the Reno Airport. BUILD A NEW NORTHBOUND RAMP. If the NDOT is going to make any changes, we believe that the NDOT should ADD a northbound exit ramp from I-580 to the Airport so northbound travelers can also avoid the street traffic, traffic lights, and congestion caused by Plumb Lane and Terminal Way. PUBLIC HEARING: December 12, 2018. We cannot attend the Public Hearing scheduled for December 12. However, we write this objection and email it to Mr./Ms. Keller (dkeller@dot.nv.gov) and request that Mr./Ms. Keller read this letter at the public meeting, so our objection is heard. We also request that this letter be included in the public record of such meeting. The NDOT's website states the "Mission" of this state agency. You [sic] website states: "Our Mission: Provide, operate, and preserve a transportation system that enhances safety, quality of life and economic development through innovation, environmental stewardship and a dedicated workforce." The proposed removal of the existing southbound rap from I-580 to the airport violates the mission of your Agency. We urge you to REJECT this proposal to eliminate the southbound ramp from I-580 to the Airport and ask that NDOT add a northbound exit ramp from I-580 to the Airport to further reduce congestion, enhance safety, and improve the quality of life of all of us in northern Nevada. Sincerely, William A.S. Magrath II
12/11/2018	Dear Mr. Keller, A properly improved I-580 Spaghetti Bowl should benefit everyone. However, the current plan negatively touches the Reno-Tahoe International Airport, which impacts our tourism and business communities. NDOT wants to remove the "flyover ramp" entrance and exit that provides fast, efficient freeway access from the airport. The Reno-Tahoe International Airport, I have read, serves more than 4 million passengers per year. The Master Plan's projection is 6.5 million passengers by 2036. With traffic increasing, now is not the time to impede freeway access to the airport. If NDOT can include the I-580 southbound entrance ramp to Reno-Tahoe International Airport in its Preferred Alternative in the Environmental Impact Statement, it is my understanding the Airport will become a champion of your plan in its entirety. Thank you for your time and consideration of this request. Sincerely, Wm. G. Addington
12/11/2018	I think we need our entrance ramp for the safety of the airport. Margaret Zimlich

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12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As our area continues to grow, ease of access to the airport will be a vital concern for businesses looking to call northern Nevada their home. Sincerely, Joe and Lisa Hansen Reno, Nevada
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Forcing all types of airport ground traffic into one entrance (surface streets) with numerous stop lights is a safety and security risk that should not be imposed upon our growing community and airport. Thank you for your consideration. Sincerely, Gerald W. Rose 7630 Tobago Ct. Sparks NV. 89436
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. The southbound ramp from I-580 is the only thing that makes sense in the current mess that is the Spaghetti Bowl and makes getting to the airport extremely easy. Why that would be changed makes absolutely no sense. The idea that it is even being considered is ludicrous. Thank you. Joyce Andrews
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Visiting different areas of the country, I see cities tearing up neighborhoods to put in easier access to the airports rather than diminish these routes. Sincerely, Sharon Crowley
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.

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	Sincerely, G. David Robertson
12/11/2018	Dear NDOT, I and my family enjoy the ease of access, safety, and security of Reno-Tahoe International Airport. Please do not remove the southbound I-580 freeway ramp entrance to the airport. If there is only one entrance, a single accident or intentional act of terrorism would restrict the ability of emergency vehicles to respond to terminal that services millions of passengers. Please help keep traffic flowing safely into and out of the Reno airport. Thank you for your consideration. Kelly McElravey Tahoe City, CA
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Edward A. Ziel Yerington
12/11/2018	Dear NDOT, I am very concerned at the proposed elimination of the "flyover ramp" entrance that provides fast, efficient unfettered freeway access from the airport. I have been using it for years, and when I enter the airport from the south where there is no dedicated ramp, it makes the trip longer and more inconvenient. Please revise the current proposal to include maintaining the ramp. I look forward to the update of the Spaghetti Bowl! Thank you, Gina Hames
12/11/2018	I recommend you ask NDOT to please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. It is highly convenient and would be a shame to loss such a nice feature of our airport. Maxine Lucero
12/11/2018	I don't understand who came up with such an idiotic idea. The Reno area is a growing metropolitan area and needs forward looking people to plan and move ahead but this idea is evidently going backwards instead. I hope someone with common sense will put a stop to this before millions of our tax payer dollars are wasted on such a stupid endeavor. Fred Uptergrove
12/11/2018	Dear Mr. Keller, As a frequent user of the Reno-Tahoe International Airport I highly value the current ease of access from the freeway and to the freeway when leaving. It's something I brag about to visitors. Given the projected increase of travelers through the airport it seems to me that we should preserve or enhance the current level of access rather than reduce it. Please consider this element in alternatives for the Spaghetti Bowl Interchange plan.

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	Thanks, Andy Hollingsworth
12/11/2018	Dear Mr. Keller, I use the Airport on a bi-weekly basis. Many of my clients fly into Reno for business. Whoever thought the idea of reducing access to our airport should be fired. In my opinion, that idea demonstrates a total lack of competency. Is Las Vegas reducing their access? Of course not. Business and tourism play a vital role in our community. This is especially so given the expanded growth and projected growth of TRIC. Further, if the ramps were installed in the first place, they were done so with a reason. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Mark G. Simons SIMONS LAW, PC 6490 S. McCarran Blvd., Ste. C-20 Reno, NV 89509 T: (775) 785-0088 F: (775) 785-0087
12/11/2018	To whom it may concern: I am opposed to the removal of the I-580 ramp into the Reno-Tahoe Airport. This proposed change would have a negative impact on travelers and tax payers. The recent housing and apartment boom has demonstrated an increase in traffic and delays. Currently, TSA recommends arriving at the airport 2 hours before flight departures. Removing the necessary on ramp would create gridlock requiring even more precious time wasted with pre air-travel. Please don't waste precious funded on this undesirable proposal. Thank you. Marla Gartrell 775-830-3465
12/11/2018	Dear Mr. Keller, My family visits from out of state and they always comment on how fast I get in and out of the Reno airport via the freeway. The southbound I-580 entrance is the reason for that speed and efficiency. Our company's corporate management noticed when they fly in how convenient it is to enter the airport the same way. It would be a shame to lose this defining feature that NDOT installed 20 years ago. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Please consider doing the extra legwork to prevent the exclusion of the southbound airport ramp. Thank you, Colin Shea
12/11/2018	Dear Mr. Keller, As a frequent user of Reno airport, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The

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	airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Bob Boynton 1-415-827-0480 bob@vtubeinc.com
12/11/2018	We are concerned about the proposal to have only one freeway off ramp to serve the RNO airport. That will make getting in and out of the airport more difficult for millions of travelers. As frequent travelers we already have difficulty getting in and out of RNO because of limited flight availability, please don't let ground movement add to the difficulty. As Reno continues to grow the problems will only be exacerbated. Please recognize tourism is still a major force. Tourists want easy. Business travelers want easy. Keep it easy. Bobetta Laca
12/11/2018	Hello, could please send me a link or a pdf on your consideration of removing this offramp / reason why? Thank you, Scott Kennedy Sparks NV
12/11/2018	I support Marilyn Mora and keeping the on ramp open for good traffic flow and not making more hardships and congestion by shutting that down. As our community is constantly growing and changing, there needs to be more foresight and vision with different areas of transportation access, which this ramp does for the traveling public and the intersection of Plumb and terminal does not. When there is accidents or other items that clog and impede traffic on that section of the highway, and drivers use the intersection of Plumb Lane. And terminal way for a detour to escape the gridlock of the blockage, that would make a serious situation worse by more congestion and confusion. So, please take into consideration these facts that I personally experienced as these events has happened. Leave the on ramp in use and take all measures to leave it in place. Thank you for reading this. Jeff Freitas
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Judi Jensen 6335 Yukon Dr Sun Valley NV 89433
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Marvin Bohall
12/11/2018	To NDOT governing body, my name is Geno Menchetti, I have lived in Incline Village, NV since 1974. I also served on the Reno-Tahoe Airport Authority from 1995-2001. Please understand how extremely important freeway access is to the Airport, the community and to the travelling public. While I appreciate the difficulty on improving the "spaghetti

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	Bowl" that may not have been well thought out originally, the answer is not to underserve the Airport which serves northern Nevada, and northern California. At a time when the State is making progress in diversifying the economy and bringing in new high paying jobs, to eliminate the existing access to the Airport seems counterintuitive, and frankly unsafe. Please include, or improve the existing airport access in any modification plane, Respectfully, Geno Menchetti D.G. Menchetti Attorney At Law Gmenchetti@rkglawyers.com
12/11/2018	Hello, I will be unable to attend the public hearing to comment, so I'm submitting one through email. I've seen concern expressed by the RNO airport that the I-580 off ramp to the airport may be removed as part of the upcoming Spaghetti Bowl improvement project. I'd like to express firm disapproval of that plan. Recently when deciding between accepting a job offer in Reno, and a competing offer out of state, I chose the lower paying Reno job specifically (or at least in large part) because I prefer RNO's ease of access and speedy processing. I certainly have taken that off ramp for granted, and am just now realizing how great it is to drive directly to the long term lot from the freeway, without stopping, and be able to walk onto a plane within minutes. As the public statements from the airport suggest, with a single ingress point, especially from surface streets, the risk of delays from accidents, terror, construction, or excessive traffic is too much to deal with when trying to catch a flight. I can feel the frustration building just thinking about it. So... keep the ramp, eh? Thanks, Garth Palmer
12/11/2018	I'm advocating to the save the ramp Best, Michael Ursitti
12/11/2018	Mr. Keller: I am writing to support the Airport's rational public policy and public safety based arguments to enter my personal opposition into the formal record in connection with your agency's ill-conceived proposal to eliminate the I-580 South off ramp. If NDOT's track record for design and construction of the Spaghetti Bowl are any indication of this current effort to eliminate the southbound RNO off ramp, you are wasting public resources and substantial money that will require redesign and reconstruction to correct a monumental absence of design collaboration and sound public policy rationale. While I do not have first-hand knowledge into the extent of preliminary consultation between RNO and NDOT, I know as a long-time project director and lobbyist in California that something is terribly wrong with NDOT's approach and thinking. How could have NDOT gotten this far down the tracks without resolving RNO's access, public safety, and economic considerations? Hopefully, this project will be revised without a collaborative lobbying effort to terminate \$\$\$ appropriation and/or its defunding, or in the worst case, pursuit of a legal injunction. Please circulate my email to the decision makers. Yours truly, J. R. Rodine

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	Governmental Affairs Consultant Tel: 775-853-0459 Fax: 775-853-0461 Cell: 415-385-8365 E-mail: jrrodine@sbcglobal.net
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Jacki Hallerbach 775-771-4682
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Heidi Ward hward@chaseinternational.com (775) 850-5900 (877) 922-5900 (775) 750-8104 cell (775) 850-5901 fax www.heidiward.chaseinternational.com
12/11/2018	It must include an exit ramp for southbound traffic. Robert Quinlan
12/11/2018	I am concerned about the proposed changes to the access roads to Reno-Tahoe Airport. I often leave Reno very early in the morning or return later in the day. I have seldom have a problem getting to the parking or the unloading at the airlines. The changes will make it much harder. A flier friendly airport is essential for Reno and the area and its continued progress. The changes would set us back and make it difficult to attract visitors to the area. Please reconsider this unfriendly plan. Janet Carnes 7655 Pioneer Ridge Ct. Reno, NV 89506
12/11/2018	Dear Mr. Keller, I am writing in regard to the proposed changes the Nevada DOT has for the flyover bridges that go to and from I-580 to and from the Airport. I understand that they want to do away with them. I Strongly Disagree with this proposal. I believe that this is an extremely Bad idea that Should NOT happen. The Flow between the Airport and the Freeway should be made and kept as Simple and as Safe as possible and doing away with these Flyover Bridges want do that. It will only break up the Flow and the Safety of this area. Thank You for Your Time and Consideration on this Issue. Sincerely, John A. Reed
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access

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	should be enhanced, not reduced. Sincerely, Sierra Owens
12/11/2018	Please save the freeway ramp bridge to our airport. Michael Harlan
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Peg Duffy
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Lauren Siri
12/11/2018	Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. You have a great airport here. Don't mess it up. One of the best, most convenient airports I have ever flown in or out of. Joan Adams
12/11/2018	I am writing to address the proposed removal of points of entry and egress to/from the Reno-Tahoe Airport. To be blunt, limiting access to way millions of people get to our city and surrounding areas in an attempt to "fix" the Spaghetti Bowl traffic problem is asinine. It is akin to cutting off your foot because your thumb is infected. Having a single point of entry/exit for the airport would only serve to create crippling traffic in and around the airport and create a potentially devastating safety issue in the event of an emergency. As for the Spaghetti Bowl problem, a casual study of the traffic patterns would show that the airport traffic has a negligible impact on the Spaghetti Bowl issues, even at peak airport times. A complete redesign of the offending part (the Spaghetti Bowl) makes more sense than negatively impacting something that actually works. Getting in and out of the airport is easy... so your proposal is to make that nearly impossible, while keeping a broken interchange intact. I see that as a problem. I also wonder if this plan incorporates the cost of paying back the airport authority the millions of dollars they spent to fund the current direct access? I am strongly against this plan. Sincerely, James Ceragioli
12/11/2018	Dear Mr. Keller, I believe that eliminating the off ramp to the Airport is a very bad solution to a problem that was originally cause by another bad design (the Spaghetti Bowl). Many individuals in autos are exiting using the ramp to the Airport. It

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	would cause a might mare on Plumb Lane if you eliminated the ramp. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Please acknowledge receipt of this email. Thank you, Joseph Mayer
12/11/2018	Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the Federal Environment Impact Statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. It would be a betrayal of public trust if you did not include all effected entities in the Impact Statement. Thank you, Joe Mayer
12/11/2018	I do not agree with closing the airport exit. Airport travel is our number one industry. Closing this exit would confuse too many. This exit is less than 12 years old. Please rethink this exit. Barbara Bohnenblust
12/11/2018	I have lived in Reno for almost 25 years and have seen mistake after mistake with regards to the "improvements" of the Spaghetti Bowl and surrounding on/off ramps. One thing that has done right is the ramps heading directly to the airport. If anything they should be expanded!!! Not reduced! The airport is the lifeblood of our community and infrastructure. It helps to brings in the tourism and business we need to sustain our prosperity. Please do not make that more difficult! If you want to shut down ramps and improve traffic patterns: 1: increase on ramp merging lengths. 2: remove all on and off ramps closest to the Spaghetti Bowl. 2nd/Glendale, WELLS (most importantly), 4th, Oddie. Expand lanes going north and east. You do that, you reduce congestion for a few more years at least. Just my two cents. Respectfully, Aaron Ghysels 775-240-6814 Aaronghysels@gmail.com
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Philip L. Zive
12/11/2018	Mr. Dale Keller: I'm writing you to voice opposition to the proposed closure of the I-580 southbound access ramp to RNO. As a business man in the Reno area who traveled more than 100,000 miles by air round trip via RNO I strongly oppose the closure of the I-580

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	southbound access ramp to RNO. This will do irreparable damage to RNO and my ability to travel through RNO and therefore damage my business in both the Reno area and abroad. By removing this access ramp my travel risk will increase significantly and I am concerned about the emergency access to the airport. The traffic flow via Plumb Lane and Terminal Way is congested as-is with limited space and multiple layers of traffic control in a short distance, unlike other modern airports of a similar size. Please consider this as you review your project. If you would like to discuss further I can be reached by email or phone (provided below). Best regards, Tom Rauch Project Manager & Senior Engineer trauch@kcareno.com Tele: 724-825-2205; Intl: 724-909-0039 Kappes Cassidy & Associates www.KCAReno.com 7950 Security Circle, Reno, NV 89509
12/11/2018	The above proposal is ridiculous. For the past 20+ years a lot of folks in northern NV and the Tahoe Region have worked very hard to build a world class domestic and international airport. The results are evident in the passenger growth and \$\$ added to the economy. An NDOT gets its share of additional tax dollars as a result. We have resided in northern NV for 25 years, including the past ten years in Sparks. I am always grateful to utilize the southbound off ramp and northbound on ramp to Reno-Tahoe International Airport... They work "great". Now, in NDOT'S wisdom you want to create traffic jams and funnel thousands of vehicles into and onto Plumb Lane. You will create delays and tear down good will. And spend more unnecessary \$\$ to close ramps and build new ones. If that is your goal... you will succeed. We strongly oppose this proposal. Sincerely Howard Putnam Former CEO Southwest Airlines Author: The Winds of Turbulence Speaker Hall of Fame Sparks, NV 89435 775-530-1505 www.Howardputnam.com www.SpeakersOffice.com www.SpeakingEagles.com
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I am a resident of Sparks and use this ramp on every trip I take out of the airport. Sincerely, Mark Bowman
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be

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	imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have. This is not just for convenience, this is also a security matter. Sincerely, Jaime Tibaduiza Jr. Loan Officer Home Wealth Funding, Inc. NMLS #: 1176791 C: 775.772.4840 F: 775-299-5355 E: jaime@hwfunding.com New Address: 5595 Kietzke Ln Ste 100 Reno, NV 89511
12/11/2018	Mr. Keller: I wanted to take a moment to have my voice heard on the possible removal of the southbound I-80 off-ramp accessing the Reno-Tahoe International Airport (RNO). As a native Nevadan and a user of RNO, I strongly oppose the removal of the southbound I-80 off-ramp accessing the airport. One crucial element and attractiveness of our airport in northern Nevada is the ease of surface access. I also oppose the elimination of the northbound I-80 on-ramp for that matter. We know the airport will grow in air service and passenger traffic. In my view, it would be an impediment to the growth of the airport should the off-ramp be removed. Reduced access to the airport with one entrance would also increase traffic bottlenecks during peak periods, and create a reduce response times during times of emergencies at the airport. I strongly urge you to maintain at a minimum, the southbound I-80 off-ramp into RNO. Thank you for your time and consideration and your service to our great state. Adam R. Mayberry 2659 Walnut Creek Road
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Erin Wootan Director of Resort Marketing Grand Sierra Resort and Casino (775) 789-5335 - office (775) 813-0657 - cell About Me Gambling Blog LinkedIn Facebook Twitter
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have

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	it. This is not just for convenience, this is also a security matter. Thank you, Nallely Mena-Rios Loan Officer Home Wealth Funding NMLS #: 1638422 C: 775.343.9969 E: nallely@hwfunding.com W: www.hwfunding.com
12/11/2018	Dear Mr. Keller: While I do agree the I-580 Spaghetti Bowl needs improvement, I don't believe the improvement should be at the expense of the freeway ramp to the Reno-Tahoe Airport. The existing ramp is vital as it provides fast, efficient freeway access from the airport. As Reno continues to grow and traffic increases the existing access will be even more important. The proposed plan will negatively impact the traffic flow at the airport as it inhibits freeway access. Please reconsider your proposal and consider a plan that improves the Spaghetti Bowl without negatively impacting access to Reno-Tahoe Airport. Sincerely, M. Denise Ruprecht A concerned citizen
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Elina Chrystal Reno resident who uses the ramp weekly
12/11/2018	We support the ramp, please keep the ramp! It is vital to the airport. Thank you, Teresa Schriewer
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Chris Eckerle 200 W 2nd St. #905 Reno, NV 89501
12/11/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. It would make it even more difficult if the POUS would visit Reno with only one way in and out of the airport. Thank you.

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	C-L Gaudio Reno, Nevada
12/12/2018	Hello. My name is William Mantle, 205 Bisby Street, 89512. I would like to echo a previous speaker and support for the off-ramp for the airport. I personally find that to be a bit decadent, but enjoyable, that we have it. It's super convenient. It's never filled with ice or snow. Like I love that off-ramp. It makes me feel really good to use it. I don't like the idea of shoving all the traffic coming south onto, potentially, Villanova, past Wooster. That intersection seems like it could get really snarled at times with that additional traffic. Maybe you have a solution that I don't understand yet. I get that. Additionally, I'm worried about the bus maintenance station below there. Is my understanding correct that that has to be gotten rid of? And if so, that is quite a cost, and where is it going to go? William Mantle
12/12/2018	My name is Sue Ward. And I've lived here along enough to have unitized access to the airport before there was a flyover ramp. We had much less traffic on the freeway, and it was a nightmare still trying to get into the airport. I totally agree with the gentleman that was representing the Airport Authority that we need easy access to the airport and from the airport for those that are visitors, but for those of us that are here. So I'm all in favor of having a flyover ramp. The other comment I have to make is I'm so disappointed we didn't go through with the flyover ramps leaving Interstate 80 to go to I-580 south. When this was discussed about 15 or 20 years ago, I went to the public hearing that was held at the California Building. You had the same thing with these two lanes merging into one. I was talking about the engineers. They were obviously all about 25, and they were all from Vegas. And I said, "Why are you doing this?" And I said, "You've already done this once before, and it didn't work, and you took it back out." And the guy said, "Oh, really? Nobody told us that." It was like we just, when we redid it the last time, which was about 10, 15 years ago, we just repeated the same errors that had been in place for another 20, 20 years before that. So I was just kind of disappointed. Because here we're ripping it all back out and going in. But we definitely need the flyovers. Vegas has got so many flyovers. NDOT has shown that they can build them. We just need to get them here in town. Thank you. Sue Ward
12/12/2018	Hello. My name is Percy Cueva. I just want to point out a couple of things regarding the project first. Obviously, this is just a preliminary study for the three options. But I was receiving the points of the Airport Authority, or the representative of the airport regarding the ramps that take you on and off from the freeway towards into the airport. But at the same time, since we are trying to accommodate everybody and try to, you know, make decisions and get to a middle

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	point and, you know, be better compared to, you know, what's going on in the country, I see there is a lot of land south of Plumb that is part of the airport, that is neutralized. And I'm pretty sure that NDOT will make a lot, much better use of that land, especially if they were predicting to probably build an on-off-ramp from south towards the airport. And at the same time, why not move the entrance south of Plumb onto Terminal Way? This is little things, because the airport has an idea of what they're going to need. But, also, the city needs to grow. And those two ramps are choking the freeway. And there is nothing we can do. We cannot build a second level of freeway on top of the other, you know. So those ramps are way too close, especially on the northbound I-580. It really doesn't give us any clearance to increase the number of lanes of the freeway. And I'm pretty sure the airport, as well, that they also want to come, you know, be help on this matter. They can help us see if we can plan the freeway and utilize some of that land they own that's on their side, you know. It's just trying to find a middle ground. Percy Cueva
12/12/2018	Good evening. For the record, my name is Dean Schultz. I'm the Chief Operating Officer for the Reno-Tahoe Airport Authority. I want to start by thanking NDOT for holding this hearing. And I also want to thank NDOT for presenting the compromised solution with the Airport Authority that we talked about with NDOT over the past year. I just want to make sure that everybody appreciates that the Reno-Tahoe International Airport currently serves over 4 million passengers a year. We handle over 152 million pounds of cargo a year. And we have over 4,000 employees that work at the airport facility. So, obviously, we are a major user of the freeway system. And as one transportation hub connection, connect to another, there ought to be a connection between those two facilities. And I also just point out that most of the traffic that uses our facilities, that comes to and goes from the facilities, are to the north of the airport. If you think about how our geography lays out, downtown Reno, downtown Sparks, the university, Truckee-Tahoe, the Tahoe Regional Industrial Center all access our airport from the north. So the off-ramp is vitally important to us. And I mentioned the numbers that are our current activity. And I will share that we also have recently completed a master plan, 20-year plan for the development of our airport. And in that, there's a very detailed forecast of projected activity. And we have been growing substantially over the last couple years, 10 percent in 2010. We are at about 6 percent this year. And we anticipate that to continue to grow, to the point where our forecasts actually show a 64 percent increase over the next 24 years of just our passenger activity. And, I believe, based on the numbers that have been used in the model, our numbers are substantially higher than the estimates that are being used in the current modeling. So I would encourage NDOT to seriously look at our forecast and take into account what our traffic models or our passenger volumes are showing in this modeling, when they look at what the capacities of the freeway system can handle. So I would also like to point out that we have two significant concerns associated with the Alternative 2. And that's why we've put forward the concept, and we could encourage support from the group in advocating for that concept to be included. But first and foremost is the convenience. Half of our traffic are visitors to the area. They're not familiar with our road systems. So the off-ramp

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	<p>especially, but also the on-ramp, the customers have an easy way to get to the freeway and onto the areas they want to go. With the elimination of those ramps, we're asking visitors that have never been to our neighborhood, our area, to use street-level roads, go through intersects in order to get to the freeway. We have a very convenient access point now. We are known for the convenience and ease of getting into and out of the airport. We would like to maintain that and continue that long into the future.</p> <p>Secondarily and equally important is the safety and security concerns that we have. Right now, we have three points of contact with the freeway, in essence. We have the Villanova on and off ramps. We have Plumb Lane. And we also have the on and off ramps, the direct ramps to the airport. Under Alternative 2, all of that will be consolidated into one point of failure possibly, but one, one point of connection to the airport, and that is a street-level lighted intersection at Plumb Lane.</p> <p>We're concerned that if -- or if there's ever an incident, an accident, we rely heavily on emergency response capabilities from our partners. The City of Reno, the City of Sparks, Washoe County, REMSA all provide mutual aid services to the airport in the event of a major incident. And with one access point, we're concerned that we will not be able to get vehicles into and out of the airport to handle that accident.</p> <p>So we would ask that NDOT look at the safety and security aspects of the access to the community asset we call the airport. And, therefore, I'll close by saying we strongly advocate for consideration of our compromise solution to be incorporated as a part of Alternative 2, the Preferred Alternative for NDOT.</p> <p>And I would also, also ask that if costs are a consideration in this, that we be allowed to be participant in that before any final decisions are being made. It's our understanding that cost is a consideration. And, therefore, we would like to be partners in continuing a discussion on that before any final decisions are reached on if it's a fiscally constrained document.</p> <p>So thank you very much, appreciate your time. Dean Schultz</p>
12/12/2018	<p>So I'm just very disappointed with NDOT for the design of taking away the freeway bypass on -- whatever you call it, to get to the airport off of going on I-580 south. I've lived here. I've driven it prior to that ramp being put in place. Traffic was a nightmare then.</p> <p>We now have a lot more people in the last 30 years, and they want to take us back in design and make it much more inconvenient for the public driving vehicles to get to the airport. The NDOT has made many, many freeway access ramps to the Las Vegas airport. So, obviously, the department, NDOT can make the designs. So they need to work at making a design with freeway access to the Reno airport.</p> <p>Just very disappointed with NDOT. Sue Ward</p>
12/12/2018	<p>We've been very concerned at the airport with the track that this project has taken. We were not included as a participating agency with NDOT at the initiation of this project. It wasn't until March of last year that we were given the participating agency designation, which gave us access to the meetings and those opportunities. That has severely hampered our ability to work with NDOT to find a resolution to the problems that we are facing at the airport with this alternative. It has been impossible to have NDOT stop this project in time to sit down with the airport in the process and work out an alternative which would work for both parties. And that's led to</p>

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	<p>an unnecessary and adverse situation. But for us at the airport, it is very, very important that we are given a fair chance to be heard on why access is so important. The alternative Preferred Alternative that they presented to us takes away a ramp which was included in the original design of I-580 over the objections of NDOT. Those two ramps would not be there today without the U.S. Secretary of Transportation in the 1980s directing that action to happen. We find ourselves these many years later being confronted with the same situation where our voice is not being heard. It's disappointing to be here today and we have had no discussion with the staff at NDOT on what they're willing to do to solve the problems of the airport access. One of our greatest concerns has been that we have a freeway access ramp that directly enters our property. We are a directly impacted agency who should have been a cooperating agency or at least a participating agency from the beginning of this process. It was simply too much for the NDOT leadership to stop this process and do it right in the first place. And that has long and hard impacts. They didn't have an airport master plan which calls for building an airport for the future. What you see today is not the airport of tomorrow. And we rely upon the Reno-Tahoe airport to serve customers for 130 miles in any direction at our airport. We are the sole choice unless you're willing to drive to Sacramento. So I want to be real clear that this is a transportation agency confronted with another transportation agency that has not been cooperating properly. And that's lead to this long debate and fight. On October 29th, we conducted a tabletop emergency management exercise to test the three alternatives that NDOT is proposing. We invited the first responders from our community, including representatives from the Sheriff's Department, the Reno Police Department, the Sparks Fire Department, the REMSA. And those bodies always are given an opportunity to tell us how they would respond to a simple accident at the intersection of Plumb and Terminal Way, within, using the NDOT traffic numbers and the NDOT designs of a diverging interchange, which leaves the intersection close to the airport. I'm going to digress for just a moment here to say the basic problem is the airport was there first, and they built the freeway too close to the entrance of the airport. And that's the problem. You don't have enough room to move traffic or queue traffic without creating a level of service, conditions of traffic. So we wanted to see what a simple accident would do in all three alternatives, for to us respond to an accident involving a truck, a car, with a number of injuries. It's an injury accident that would require a multiagency response. And that response would be severely hampered by the access that is left to the airport without those ramps. The flow of emergency vehicles coming from the Sheriff's Office, coming from the resources in the City of Sparks and from the Reno resources would be severely hampered. And, as we know, in an incident involving an airport, it can be anything from terrorism to a simple auto accident to something much worse. And it's important that NDOT stop, look at what they're doing and simply include the airport alternative in their preferred alternative. They're not saying that in the communications to the public. They continue to say that the airport's traffic needs are met by their design. Well, moving traffic to an airport is not as simple as getting from A to B and determining what the level of service is and congestion. It's a matter of ensuring the people are safe. We saw, in an actual incident at the Los Angeles International Airport, where a gentleman with a gun marched past the TSA security, moved down the concourse in L.A. and began firing. And he was stopped by an officer on duty in that concourse. But it</p>

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	<p>resulted in the airport closing. Hundreds and hundreds of cars were abandoned in place, on freeways, on access roads, because people were going to the airport and they don't know it's closed. And that severely hampers the ability for emergency services to get to a facility. Those ramps are a vital public safety link, and they'll be very much needed to ensure the safety of the public as we move to meet the needs of the 21st century. I am for NDOT to include the airport's preferred alternative. And stop saying it's not needed, because of the traffic projections. This is a public safety issue that can only be solved by considering the needs of public safety providers. We have done that. They have not. Let's fix this problem. Thank you. Shaun Carey</p>
12/12/2018	<p>Good afternoon. For the record, I'm Marily Mora, the President and CEO of Reno-Tahoe Airport Authority. And I'm here representing, you know, really the staff and the board, also, of the 63rd busiest airport in the nation. Our fair airport is located right alongside I-580, and we are currently connected to the freeway by access ramps that help 4.2 passengers and 4,000 employees safely come and go from our growing facility in the fastest and safest fashion. We are really shocked and absolutely disappointed that NDOT is proposing to remove the southbound freeway access ramp that enters Reno-Tahoe International from I-580. This ramp, which allows passengers to arrive quickly and efficiently, with no stops and turns, will be replaced by one entrance/exit to the airport, which all passenger cars, Uber, Lyft, shuttle buses, coach buses, cargo trucks, taxis and limousines will have to navigate traffic controls and twist-and-turns to enter and exit the airport. An accident in the single entrance/exit would cause thousands of passengers to miss their flights. And an intentional act of terror in this congested intersection could shut off the airport terminal, which serves 16,000 passengers per day, and to all of our first responders. NDOT based its plan on outdated traffic figures for the airport. NDOT's Preferred Alternative does not use projections from the airport's new 20-year master plan, completed in the last year, forecasting 6.3 million passengers using the airport each year by 2036. NDOT's plan to remove the southbound access ramp brings us back to a road plan that dates to the 1980s from airport community that today are experiencing record growth. The airport emphatically requests and strongly urges you to include the southbound freeway access ramp to Reno-Tahoe International and the Preferred Alternative to the Spaghetti Bowl Environmental Impact Statement. So thank you so much. Marily Mora</p>
12/12/2018	<p>Good afternoon. My name is Charlene Bybee. I'm a Sparks City Councilwoman. So I have great interest. And as a resident for over 54 years in this region, I was here when Interstate 80 was first built, so, when I started college here. So, I think, I greatly appreciate the work that you're doing. It's a huge issue for anybody that drives this every day. I wish it was faster than 20 years. We need things happening today. I do appreciate the Wells Avenue start to the project, moving next to the Nugget, which is, obviously, for Sparks and for all of us coming from Sparks, a huge issue in both directions. So those top priorities, we can do them. And then I'm very much in favor of Alternative 2, but you've got to keep the airport ramp. It is critical, as was stated earlier, to the safety and emergency vehicles. But the flow of traffic, because right now, you already have everyone on Plumb Lane coming the other direction. So to</p>

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	put more Plumb Lane traffic coming on the southbound, when you already have your access dropping onto Plumb Lane, will congest Plumb Lane incredibly. And with the increased traffic we're seeing and the safety issue, which I'm also in the aviation industry, and the safety is the top priority. So I would urge you, please go with Alternative 2, and keep the airport ramp. Thank you. Charlene Bybee
12/12/2018	My name is Art O'Connor, P.O. Box 10307, Reno, Nevada. And my comment has to do with the proposal altogether. It's called the Spaghetti Bowl. It isn't called Take the Airport Flyer Route. It isn't called Fix Keystone. It isn't called Fix Rock. It's the Spaghetti Bowl. So you have all these other projects. A good example, as the airport lady just spoke, and the simple solution to that, without messing with that thing at all, is to have the Plumb Lane on-ramp go over the new lane over Moana and create a flyline, a flyover from Plumb Lane on the southbound I-580 direct into Moana, so you don't have to mess with the overpass into the airport that's been there, and it's a beautiful structure. So there you can do it without adding anything else and without having to tear that down and build a new one, with a lot of savings in that, millions of dollars. Thank you. Art O'Connor
12/12/2018	Good afternoon. I'm Shaun Carey. I'm Trustee for the Reno-Tahoe International Airport. I wanted to speak today about an emergency exercise that we conducted on October 29th. We invited all of the public safety providers in our community to come to our facility and work all three of the options which would impact the airport. And I'm here to tell you that it is the conclusion of that group, including the conclusion of the independent public safety director from Tucson International Airport, that the proposal will fail within three minutes of an accident at the intersection of Plumb and Terminal. Those ramps that you see there today are absolutely necessary for a proper response by REMSA, the Washoe County Sheriff's Office, the Reno Police Department, the Reno Fire Department, the Sparks Fire Department, and the Sparks Police Department. Rest assured that your safety is on the line with the considerations that are being made here today. I urge you, very deeply, to include the ramps and the Preferred Alternative of the airport in your plans. You're putting public safety at risk. Period. Shaun Carey
12/12/2018	For the record, I'm Lisa Gianoli, the Chairman of the Reno-Tahoe Airport Authority Board, the operators of the Reno-Tahoe International Airport, which generates \$3.1 billion in economic impact for northern Nevada each year. While the airport strongly supports an improved Spaghetti Bowl, we are opposed to NDOT's plan to remove the southbound I-580 airport entrance ramp. This ramp allows nonstop, unobstructed access to our airport for 4.2 million annual travelers, 4,000 employees, and first responders answering emergency calls. Removing the southbound airport ramp access is akin to moving backward in time. The ramp was built in 1989. If it was deemed necessary in 1989, it cannot be expendable today, when we have more passengers, more flights, more cargo, more population, and greater security risks that require a rapid first responder access to the terminal. Funneling all airport ground traffic into one densely congested entrance didn't make sense 30 years ago, and it certainly doesn't make sense today. Please

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	include the southbound freeway access ramp from I-580 in the Preferred Alternative for the Spaghetti Bowl Interchange. Thank you. Lisa Gianoli
12/12/2018	Mike McClain. I'm in Sparks. And I just want to make a comment regarding the airport options. I would say we would be in favor of the second proposal, with the addition of the Airport Authority recommendations for the ramps. I think, it would be a big mistake if we reduced the access to the airport, direct access. We're a growing city. We're going to have thousands of new homes coming in on the north side of the city, on to the valleys, and all those are going to be coming south and they're going to need access to the airport at some point. And, I think, reducing that direct access would be a big mistake for us for the growth of the city. Mike McClain
12/12/2018	Great project. No changes. Removing airport ramps will smooth the traffic on Plumb Lane. Robert Chisel
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As a frequent flyer and business traveler I hope you will not close this ramp. It would be a nightmare with all the growth we are seeing here in Reno. Thank you for your time and consideration, Joan M Taylor 3530 Yosemite Place, Reno, NV 89503
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Traffic in Reno is already a challenge, and eliminating the airport ramp will make it worse, not better. Thank you. Roland Blais
12/12/2018	I strongly urge NDOT to choose the alternative that KEEPS the direct access ramps to the RNO airport. Sincerely, Nathan Rolshoven Reno resident of 22 years
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have

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	it. This is not just for convenience, this is also a security matter. Sincerely, Chelsea Cummings
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Teresa Shoupe
12/12/2018	My wife and I frequently fly out of Reno-Tahoe. We always comment about how easy us to get in and out on the service roads for the Airport. Please tell us how these changes to the traffic will benefit us, the taxpayer and flyer. It seems every time something is working well a government entity has to tell us we are going to fix it. Please leave this alone. Steve
12/12/2018	Dear Nevada Department of Transportation Attention D Keller Thank you for all you do to make the traffic in our area, our area which has been growing exponentially for sometime, thank you for keeping us as safe as possible within budget constraints and constant opposition. I would like to strongly oppose any change to the offramp and access to our gorgeous Reno-Tahoe Airport. Our beautiful airport and the ease of access is truly something that no other city experiences. When visiting other cities, I have often noticed that entrance and exit to airports is frightening! We have a calm entrance and a calm exit to this wonderful facility! Please keep our access as it is! Respectfully, Bonnie Carlson Native Northern Nevadan
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Amanda Moore
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Gary and Bonnie Kraemer
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.

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	I am a frequent business traveler. I already have over an hour drive beginning at 2:30 a.m. as I live in Fallon. Removing the ease of that off-ramp will cause me to start my day even earlier. Thank you for your consideration Wendy Bliss
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have. This is not just for convenience, this is also a security matter. Sincerely, Jaime Tibaduiza Sr.
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have. This is not just for convenience, this is also a security matter. Sincerely, Andrea T. Ramos
12/12/2018	Dear Mr. Keller, Please save the access ramps at the Reno-Tahoe airport. The airport itself makes a valid argument for this by stating the following: Removal of the direct airport access ramps eliminates all but one access route for first responders in the event of an active shooter event, terrorist activity, aircraft incident, or other mass casualty crisis. Freeway ramps offer the fastest response and transport route between RNO and area hospitals. NDOT plan creates a single point failure intersection, where a traffic disruption (accidental or purposeful) would make the facility, and its occupants, vulnerable soft targets. Removing the airport access ramps increases security risks by negatively impacting: Speed, Accessibility, Reliability, Safety and Security, Convenience, and Connectivity. I would like to add to this list for myself, family and friends that use the Reno-Tahoe Airport as a gateway to the world. 1. We have great access and little traffic heading into the airport because there are multiple entry and exits. Why in the world would you change a working situation. 2. All around us our population is growing, not decreasing, it does not take any imagination to realize that access needs are increasing all around us. We need increase access points not fewer. 3. I am nurse and access to an airport in an emergency situation is life and death. To compete with traffic and limited access is not an option when trying to save lives. Please please consider leaving a good thing alone. I am aware of difficult your situation must be, but the airport and 2 access points is critical for

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	our community. I thank you, Shannon Pierpoint 2278 Desert Cove Ct. Sparks, NV. 89436 775-453-2082
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have. This is not just for convenience, this is also a security matter. Sincerely, Cory Hjelmeir President Home Wealth Funding NMLS #: 356255 T: 775.298.1380 C: 775.409.2376 E: cory@hwfunding.com W: www.hwfunding.com
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Erica Acosta
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Alan Humphrey President International Test Solutions
12/12/2018	I'm all about convenience these days, and use the airport approximately 10-15 times per year. Although traffic on the ramp may be low now, as Reno continues to grow and the airport continues to expand, the traffic at a single airport entrance will be a nightmare, not to mention the emergency response issues a single point of entry will create. If removing the ramp is part of the Spaghetti Bowl project, I think it should be included in the EIS. Thanks. Greg Battaglia 90 Bridle Path Terrace

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	Sparks, NV 89441 775-848-7795
12/12/2018	Dear NDOT, I do not understand why NDOT would eliminate/remove the southbound I-580 freeway ramp into the Reno-Tahoe International Airport. Could you please provide the reasoning behind such a drastic change. The traffic on Terminal Way and Plumb is already so congested that it is unimaginable what impact this elimination would have. It was a blessing when this ramp was added and now NDOT wants to take it away?? I wish the ramp never existed, so us customers, did not have the chance to experience the great idea someone had. Now NDOT wants to remove the ramp. I cannot comprehend this change at all. Sincerely, Sharon Sutich
12/12/2018	I am asking NDOT to please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As a frequent traveler in/out of the airport, the ease of access to this airport is one of the primary reasons my family settled in Reno. I travel 50% of the time and adding to my commute time(and causing additional headaches at the airport) will make me reconsider where I base my business and my life. Thanks for your consideration. Josh Peterson Please add FCE to your Safe Senders list. Josh Peterson Sales and Marketing Executive (650) 443-1059 Direct (650) 443-1059 Fax Mobile
12/12/2018	Dear Mr. Keller, I am fully opposed to closing the ramp to the airport. There is no reason to do this. The southbound ramp does NOT interfere with the Spaghetti Bowl fiasco. This ramp allows for free flowing traffic intended for the airport. It does not in any way impede the flow of traffic. In fact if everything is funneled onto the Plumb Lane exit this will result in large traffic jams the will end up causing the back up for the airport and Terminal Way to make the traffic come to a complete stop. I have been on Terminal Way at 5 o'clock and just sat there for 15 minutes before I got to Plumb Lane and was able to get on the freeway going southbound. This is a flawed suggestion and should not be considered at all. Creating traffic jams on the streets of Reno to try to correct the Spaghetti Bowl problem is a no win solution. Sherida Rapp 13845 Chamy Dr. Reno, NV 89521 sherap6@yahoo.com
12/12/2018	Hello Dale, It has come to my attention that, in plans to improve the Spaghetti Bowl, the ramp from the freeway to the airport will be eliminated. I am strongly opposed to this as it will make access to and from the airport more difficult and timely arrivals and departures (to/from the airport) will be much more difficult. This will also impact many tourists, businesses, and residents in a terribly negative manner. Please find a way

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	to improve the Spaghetti Bowl without destruction of this ramp. A solution that improves both the Spaghetti Bowl and airport access would be ideal. Calvin Black
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Bud Wulforst PO Box 60160 Reno, NV 89506 USA Voice: +1 775-970-5111 Mobile: +1 775-762-6660 bud@wulforst.com
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Duty of care for the traveling public should be a priority. With heightened concerns worldwide for airport security and safety, why would NDOT deliberately reduce emergency and multi-agency response to a single entrance? Common sense would dictate that, in cases of active shooters, terrorist activities and the like, immediate and effective response from many local agencies would be required. To cut off options for first responders could delay critical aid to travelers and RTAA and airline employees. I for one would not want to read headlines about how crucial time was lost – and potential lives lost – due to lack of access. Your mission as stated on the NDOT website is to “Provide, operate, and preserve a transportation system that enhances safety, quality of life and economic development through innovation, environmental stewardship and a dedicated workforce.” The reduction of the I-580 southbound ramp clearly misses the mark of each one of the tenets of your core mission. As you are aware, if the southbound ramp is not included in the environmental impact study, the likelihood of it ever being reviewed as an alternative is greatly reduced. Please include it as an option. It is a very important, and very relied upon, safety measure. Thank you. Regards, Holly Luna Manager, Purchasing & Materials Mgmt Reno-Tahoe Airport Authority (P) 775.328.6676
12/12/2018	I am really dismayed at your proposal to eliminate the current airport I-580 off/on ramps! I use the airport irregularly but I just cannot see any possible advantage to flyers. Your mission is to keep the freeway flowing. Well doing that is this case causes a single entrance/exit which would exponentially way worsen the entrance and exit from the airport on an

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	easy traffic day - I can't even imagine what it do at busy times (which seem to increasingly occur.) would cause. Consider almost any kind of emergency event and I again cannot conceive the chaos that would ensue and absolutely would be an unnecessary impediment to first respondents. As the commercial/industrial growth is really expanding the capability of the airport to provide easy and convenience to the added travelers would absolutely be a factor in any such re-locations findings on the attractiveness of air traffic. If I had the decision - I would really rethink this portion of your proposal! Robert W Drake 3873 Hazy Swale Way Sparks, NV 89436
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Having grown up in Reno, attending Reno High School, graduating from the University of Nevada, Reno and now serving and working in several local public service roles, utilizing the Reno-Tahoe International Airport with ease is of great importance to me and my family. The ease, security and safety should be the top 3 concerns for locals and tourists alike. Thank you for your time and attention to this matter. Kindly yours, Scott L Benton (775) 203-2307
12/12/2018	I am absolutely opposed to NDOT's plan to eliminate off and on ramps down to keeping only one such access point! The traffic at the airport is already at an "overflow" level. To eliminate the most convenient and easy off-ramp is beyond an ill conceived proposal. It may help YOUR traffic flow responsibilities for I-580 but it will dramatically increase air business and travelers at the Airport. It too is a crucial part of this area and should not be abused with its responsibility to provide effective and sensible travel to and from the airport location. Please withdraw this portion of your proposed I-580 redo! Sharine K Drake 5873 Hazy Swale Way Sparks, NV 89436
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. In my opinion forcing all southbound airport traffic to exit at Plumb Lane will create dangerous congestion on I-580 southbound, impose frustrating delays to airport passengers and employees, and generally act as a detriment to the operations of the Reno-Tahoe International Airport. Please remember, the experience at the Reno-Tahoe International Airport is the first and last impression for many visitors to our region, including those visitors that may be weighing bringing vital economic activities to this region. If the first or last impression is one of traffic, frustrated drivers, and unsafe conditions, our

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	region will be negatively impacted. Best regards, Thomas A. Luria
12/12/2018	Mr. Keller, Due to ACL-replacement surgery, I am unable to attend the meeting today. My profession requires extensive travel (85 nights at Marriott this year!) Of all the airports I visit annually, Reno/RNO is my favorite. Not because I happen to live here; but, access, security, parking, etc. are spectacular. I am also a fan of redoing the Spaghetti Bowl. I get it. However, I strong urge NDOT to consider alternatives to removing the ramps and changing access to RNO. There has to be a better way to manage this artery/thoroughfare. May I suggest we work together to come up with a plan that is a win/win situation. Our airport continues to provide vital city services and is a prized jewel in our crown. In my travels, very few cities have access to an airport as ours. Please keep up the good work and find another plan for access. Thank you. Jim ----- James L. Anderson Chief Executive Mucker Reno-Tahoe Equestrian Centre
12/12/2018	Dear Mr. Keller, I'm writing to express my support for keeping the southbound freeway entrance ramp to the Reno-Tahoe International Airport open. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. I do not believe that forcing traffic off of the freeway and into the already crowded surface streets is advisable. In addition, limiting airport entry to one location with myriad traffic lights to get through will be at best frustrating for travelers, whether local, business or tourist. Finally, I think that to go from what has been a very elegant solution to airport arrival and reverting to an antiquated and time consuming alternative will make our region appear to be going in the wrong direction (which is not a thought that I would want anyone to have). Thank you for the consideration. David David A. Garcia 775.742.8649 mobile 775.327.3021 office direct dgarcia@hollandhart.com
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Kimberly Gibbs
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.

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	Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Kimberly Gibbs
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Patricia Ewoldt
12/12/2018	Mr. Keller: Please include my comments into the record as I am not available to attend the public hearing on this matter. Thank you. First, I concur with the overall objective to relieve congestion at the I-580 I-80 interchange. I have reviewed the proposed plan, however, and have concerns. Specifically, the proposal to remove the I-580 southbound offramp to RNO and the RNO direct access ramp to I-580 northbound. Eliminating these points, I'm concerned, will be counter-productive and create new problems of congestion, traffic flow and emergency access to RNO. The southbound ramp exit to RNO is especially vital and important to the more than 4 million passengers at RNO. I have seen the proposed alternative developed by RNO administrators and support their request to include their proposal as a Preferred Alternative in the federal environmental impact statement. Please include this comment. Best regards, Randall Carlton Resident of Reno
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Nicole Fanning
12/12/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Pam Graham
12/12/2018	Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport.

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	Thank you. draggers.1@juno.com
12/12/2018	Hi my name is Paul Archie I am Uber/Lyft driver I've been driving for them for over 3 years I use that ramp numerous times every day and so do a lot of other Uber and Lyft drivers I don't understand what that ramp has to do with the Spaghetti Bowl it's a 1 1/2 to 2 miles from of Spaghetti Bowl I have never seen any accidents on or in front of that ramp, All the passengers That I've had in my Vehicle said they love that ramp to the airport. Tourist that I take from the hotels Downtown Also comment about how easy it is to get to the airport, I think if we had to come in from Plumb Lane it would be a nightmare. I don't think you are aware of how many Uber and Lyft drivers use that ramp Everyday Here is my phone number 7753516930 Give me a call I would like to meet with you at our staging lot and have you talked to some of the Uber and Lyft drivers I hope to hear from you, thank you for your time. Paul Archie
12/12/2018	As someone who travels quite frequently for business, I am a heavy user of the southbound I-580 offramp that takes me directly to RNO airport. This convenient off ramp is essential to a positive experience for me, but more importantly for safety so that emergency access is not restricted by NDOT's proposal to make access via surface streets the only option. PLEASE, PLEASE reconsider your plan to remove this essential offramp. Thank you, Lorna Shepard
12/12/2018	Dear Mr. Keller, I am writing to you today as I am highly concerned about the impact that having no southbound I-580 freeway ramp will have on access to our airport. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. In the short 6 years I have lived in this beautiful and growing city, I can visually see the impact of more people moving here. My commute is longer, signal lights are longer and I cannot get around town quite as quickly as I used to. As we live and grow with this city, please, I ask that we plan for the long term and not hinder, but increase access to the airport. I love when friends come to town via the airport. The first thing I do is brag on our airport, how beautiful it is, how easy it is to navigate and more. Please, do not let that change but only improve. Respectfully, Deborah K. Anderson 1200 Riverside Dr. #1279 Reno, NV 89503 (775) 276-0433
12/12/2018	As a long-time resident, I have witnessed the continuous growth and expansion of the RNO airport. The progressive rise in the number of passengers, logically correlate with increased road usage to and from the airport. The NDOT proposal to remove the southbound I-580 freeway ramp will limit the airport to one entrance and exit. The reduction will predictably create serious traffic problems. Equally worrisome are possible accidents, vehicle breakdowns, or, criminal activities which can lead to cessation of traffic...a total nightmare! Please add the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. Peter Shaw Reno, NV
12/12/2018	Mr. Keller - My wife and I saw where NDOT has been asking for feedback on the proposed changes and future (re)construction of the I-80/I-580 interchange (Spaghetti Bowl) project. We also saw where NDOT is now looking to eliminate the S/B I-580 exit to the Reno-Tahoe International Airport. I cannot stress enough what a MAJOR mistake this would be if NDOT went ahead and eliminated this vitally important freeway exit to the airport. Having this S/B I-580 exit makes it so much easier for people to access the airport when parking at the airport or dropping off and/or picking up passengers to/from the airport. This would be a MONUMENTAL MISTAKE if NDOT eliminated this exit. We saw the same monumental mistake when NDOT eliminated the Tracy-Clark exit on E/B I-80 when constructing the exit for USA Parkway. There are now traffic collisions occurring every day on I-80 at USA Parkway as people do not have access to alternate egress routes. There was NO GOOD REASON to close the Tracy-Clark exit and there will be no good reason to close the Reno-Tahoe International Airport exit either. The convenience of this exit for residents and visitors to our area cannot be stressed enough. Please, please, do not make the mistake that was made with the closing of the Tracy-Clark exit. There was NO GOOD that came from that decision and there is no good that will come from the closing of the airport exit. As the Reno-Sparks area continues to grow, it will put much more traffic on the side streets and will result in many, many more traffic collisions with people getting seriously hurt and/or killed. Please DO NOT ALLOW this to happen!! Thank you, Charles M. Shepperd, Former City of Fernley City Councilman, Ward 1
12/12/2018	Hello Mr. Keller, It seems you are tasked with a difficult decision. For what it's worth, I'm 56 years old and was born, raised and have lived here in Reno for all of my years. I do not have enough information to understand exactly why eliminating the I-580 southbound ramp to the airport is part of the proposal. What I can tell you is that I remember what it was like before the ramp was built. That was when Reno was MUCH smaller and there was nowhere near the volume of traffic we now deal with. No doubt, the ramp is a nice convenience. But convenience aside, if eliminated, I wonder the impact on traffic at an already VERY busy intersection (Plumb Lane @ I-580). I can only imagine that it would somehow also effect revenue to the Reno-Tahoe International Airport in a negative way. Reno has forever wanted for more direct flights to other cities. How will more difficult access to the airport effect the potential for attracting more airlines to RTIA? The higher the volume at the airport, or more people that have easier access to Reno, the more money that gets put into our local economy. The impacts seem to be potentially far-reaching, and again I don't have enough information to make an educated recommendation. But as for my vote to keep or eliminate the "airport ramp", my vote is emphatically to keep it. Sincerely, Steven Nease

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12/13/2018	Go with Alt. 2. However, do a long-term study on adding LIGHT RAIL to the system. This will take thousands of local autos off the road(s). (Study Sacramento and Salt Lake City systems.) Light rail: East to west: Vista Blvd. (Sparks) to Mae Anne (Reno) via I-80 North to south: Lemmon Valley to Carson City via Hwy 395/I-580 T. F. Nelson
12/13/2018	Wow! Really?! Removing the airport offramp seems like a good idea? Please don't do it. I can't imagine how that can be appropriate for a growing community, especially one which services travel for tourism and businesses. Karen Schaefer
12/13/2018	At a time when we are facing community growth and expansion of the Reno airport, the last thing we should consider is the removal of the off ramp that services the airport. This easy access to the airport will only become more valuable as the city grows. Without this ramp, the traffic on the Plumb Lane exit and adjacent surface streets (which are already congested) will only get worse. Please don't remove this airport access. Chris Schaefer
12/13/2018	Dear Mr. Keller, I am writing you today to ask you to please reconsider removing the direct access to the airport. This is a well placed off ramp and does not cause troubles as an exit. Your main concern should be focused on where the accidents continually occur! The Wells on ramp to Interstate 80 E is a major problem. As well as the Oddie Blvd. on ramps both northbound I-580 and southbound! Major issue happen every day for both of these on ramps, they are consistently a traffic concern especially during commuting hours. If you would just consider closing the on ramp at Oddie and Wells you would see a vast improvement in traffic flow and less lives lost due to accidents that happen consistently in these areas. Our city has grown exponentially and yet the traffic system has not been addressed to meet the new demands. The on ramps on Wells, Oddie and even 2nd street should all be reviewed as a possible solution to the numerous accidents that occur in these specific areas. The off ramps and/or exit ramps do not seem to be the issue it is our ON RAMPS that create the majority of traffic jams and accidents. Thank you for your time. Concerned Citizen and daily 580 commuter, -Michele Rider-
12/13/2018	Dear Mr. Keller, I am a very frequent flyer am concerned that removing the southbound ramp may well negatively impact access and safety at the airport. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Mark Hudson
12/13/2018	Listening to the news last night I was dismayed to here that NDOT is considering doing away with the off-ramp to the airport. This would be a huge mistake and I urge them to drop this idea. Thank You, David Cencula

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12/13/2018	Dear D. Keller, I found out about your public hearings on the above and can't attend but here is my input. Are you trying to sabotage the growth of Reno by deliberately setting up an airport with one entrance? This idea so absolutely ridiculous and absurd, that being a lady, I can't describe what I think of the idea and whoever thought it up. As far as emergencies in airports, are you personally or is your organization considering the lawsuits you will have when emergency vehicles can't access the airport fast enough in an emergency because you decided to go back in time and cut off access? Have you considered the financial impact it will have when companies decide that a podunk-type airport with one entrance doesn't meet their needs and they move on to give their business, whether it be actually relocation or conventions, to another city? I don't know why someone came up with this absurd idea, but it certainly is not in the best interest of either your department, the commuters, or the area. Please DO NOT do this. Go back to the drawing board and design a plan that allows for more than one entrance, that sets Reno up for success, and that shows some common sense. I would like to think your organization has the best thing in mind for our growing community. This plan makes it appear that you want to send Nevada back about 50 years and have a complete disregard for what the community and the future needs. Sincerely Pamela Fox
12/13/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Mike Earle
12/13/2018	I go to the Reno-Tahoe Airport 4-5 times a year coming from the north along I-580. I use both the southbound airport fly over exit and the northbound fly over airport exit when returning. Both fly overs make connecting to the airport both easy and convenient for me. The removal of those fly overs will make my airport trips much more of a hassle and less convenient and I strongly oppose removal of those fly overs. I also frequently (I come into Reno several times a week) use the Plumb Lane I-580 southbound exit to travel west on Plumb Lane as well as going east through that intersection to access I-580 northbound. Going through that intersection is almost always a traffic hassle and removal of those fly overs would increase the traffic through an already busy intersection making it worse. George Butterfield, 1041 Iris Lane Fernley, NV 89408
12/13/2018	Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport.

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	There are little things that are as significant and helpful for the whole community as the easy access to the airport the way we currently have. This is not just for convenience, this is also a security matter. Sincerely, Cecilia Gutierrez-Tibaduiza
12/13/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Dan Riddell 7987 Tres Arroyos Drive Sparks, NV 89436
12/13/2018	I am fully in support of keeping the current southbound off ramp to the airport. To add more traffic to the Plumb Lane access seems like a big mistake. Harvey Fennell Dickson Realty Dickson Commercial Group
12/13/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Michelle Neugebauer
12/13/2018	It seems baffling that in the development of a plan to de-congest and make safer an area of roadway it may be done at the expense of our very popular and growing Reno-Tahoe International airport. Coming from the East coast, all visiting family and friends repeatedly comment on the ease of access to the RNO (many come from the NJ/NY area and know full well the problems of congestion getting to their local airports). Closing the freeway ramp exit off I-580 south would present a MAJOR impact on ease of access to RNO. Why even consider such a thing? Everyone I have spoken with on this subject have objected to this move. You may not here from them right off but you surely will if this comes to fruition. I truly hope this is not the final plan as all it can do is cause a big mess and the need for millions of dollars to be spent down the road to "FIX" the created issues. Thank you for your time, Gloria Martin 1830 Dakota Ridge Trail Reno, NV
12/13/2018	To Whom It Concerns Nevada Department of Transportation: I am the Director of Hotel Operations and Sales at the Carson Valley Inn in Minden, Nevada. Before that I was involved in the tourism gaming industry in Reno/Sparks for many years. I still live in Reno and have been commuting to Minden for 17 years (love the Carson freeway!!). I'm a lifelong Reno resident and have seen every part of those freeways built in Reno. I understand what the access to the Reno-Tahoe Airport means for our tourists and residents.

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	<p>When I first heard of the plans to eliminate the southbound exit from I-580 into the airport, I had to do a double take. This is a great airport with great access. Why would anyone want to mess that up? Access to that airport is extremely important to the community and tourism. So what's the alternative? Dump all that airport traffic onto a very poorly designed intersection under the freeway and right on top a High School and major shopping congestion leaving the airport (which demands timeliness) with one entrance? Did your plan give other access for emergency response? How do the parents at Wooster High School feel about your plans? The freeways in Reno/Sparks still have many issues, but this section is not in dire need of redesign. The focus needs to be on the relieving the North Valley traffic flow to the Spaghetti Bowl and traffic flow east from the Spaghetti Bowl through the Nugget and all the way to Reno-Tahoe Parkway. That's where the money needs to go. This is a great airport with great access and you need to ensure it stays that way. I appeal to you to not be stubborn on this and figure it out. We know you have the talent to do it because in recent years you have orchestrated some very successful redesigns. Don't ruin your record by doing something NOBODY in northern Nevada wants. The people are speaking here and we hope you are listening. In the old days, the Nevada Highway Department did a poor job of designing our freeways to meet the needs of the future. One of the best things in Reno they ever did was these two ramps accessing the airport. You've done such a good job in recent years fixing many old design issues. Don't make a mistake on this one. Please keep this ramp open into the airport and figure it out. Thank you.</p> <p>Yours Truly, Matt Carter Director of Hotel Operations Carson Valley Inn 775-783-6626</p>
12/13/2018	<p>Dear Mr. Keller: The Drat EIS is incomplete without the inclusion of the southbound ramp from I-580 into the Reno-Tahoe International Airport. Please include this important access road into the federal EIS for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing vehicle access into one limited entrance with numerous starts and stops is a safety and security risk that should not be imposed on the airport and the public that uses it.</p> <p>Sincerely, Todd Welty</p>
12/13/2018	<p>I would like to voice my opposition to the proposal of removing the I-580 direct-exit ramp to the Reno-Tahoe airport. In my opinion it would lead to more not less congestion and would leave only 1 access route to the airport which in turn would create problems for first responders.</p> <p>Leonore (Lee) Moran Reno, NV</p>
12/13/2018	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.</p> <p>Sincerely, Greg</p>

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12/13/2018	<p>Dear Mr. Keller, As a Reno resident who uses the Reno-Tahoe International Airport on a weekly basis, I am writing you that I am opposed to the elimination of the airport access ramp off I-580. While I understand the need to redo the Spaghetti Bowl that connects this highway with I-80, I want to express the importance of keeping the airport ramp for these reasons: - There is never any traffic backup associated with the ramp - in the 10+ years that I have used it, it has never been inaccessible or jammed with traffic - The alternate access along Wooster High School/RTC bus depot is often crowded due to the volume of parents picking up & dropping of. This access also serves a huge volume of Costco shopping center traffic and Kietzke businesses - The airport ramp provides a unique view shed of the Truckee Meadows and the award-winning landscape surrounding it, designed by local landscape architect Tom Stille, evokes the native bioregions of northern Nevada</p> <p>Thank you for taking my comments. Again, I oppose the elimination of this ramp as part of the Spaghetti Bowl redesign.</p> <p>Jana Vanderhaar 870 Daniel Drive Reno NV</p>
12/13/2018	<p>To whom it may concern: I've lived in northern Nevada for over 40 years now. I've seen a lot of growth in population, which results in more cars & traffic. The addition of the airport exit off 395 was a much needed blessing. Please don't take our airport exit away. That's one of the few exits that really work on 395. Thanks for the consideration. Please continue with all the other much needed improvements on 395, but PLEASE keep our airport exit.</p> <p>Thank you Jackie Ferek</p>
12/13/2018	<p>Good morning, I would like to recommend that the Reno airport be allowed to keep its crucial direct entrance on the freeway. While it may well be that eliminating it results in what some perceive as a better remodeled Spaghetti Bowl, I have to say that I find the prospect of eliminating this vital infrastructure link to be quite ridiculous.</p> <p>Richard Grefrath</p>
12/14/2018	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.</p> <p>Sincerely, Brenda Porter</p>
12/14/2018	<p>Mr. Keller: I find it difficult to understand why NDOT would spend millions on Spaghetti Bowl improvements that would eliminate the off-ramp to the Reno-Tahoe Airport. Using Plumb would be a nightmare. Yes, Plumb is better than it used to be, but still stop lights, other traffic in all directions; please? The current off-ramp to the airport is efficient, quick and allows for easy access to the Airport. It's one of the few efficiencies that allow airport users a bit of relief from the stress of getting to the airport on time,</p>

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	<p>parking and getting through the ticket counter, TSA and boarding. Suppose there is an emergency at the airport that requires response from additional agencies. The would have to ram through traffic congestion on Plumb. Please thinks this through. Why spend millions and do a half way job. You, and we, will regret it for decades.</p> <p>Richard Petersen Sparks, NV</p>
12/14/2018	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. For many years I have managed private transportation in the Reno-Sparks area, including Reno Sparks and Yellow Cab Companies, Executive Limousine Company and now Reno Tahoe Limousine. Without a doubt, this southbound exit from I-580 is essential to promoting a smooth and consistent traffic flow into our ever expanding Reno-Tahoe International Airport. Over the next 5 years, the airport will grow tremendously. We are expecting 3 million additional visitors to the area and this expansion will accommodate those visitors. However, if access to the airport is limited to a single two-lane driveway, that will become increasingly more congested, we are shooting ourselves in both feet. The thought of an accident or incident occurring at the airport, and emergency traffic attempting to compete with buses, UBER, taxis and private cars crowding the two-lane driveway into the terminal area is an horrific thought. We must keep the second entrance way for both positive traffic flow and to ensure safety of the thousands of folks who pass through the airport daily.</p> <p>Very sincerely, David Hargrove Reno Tahoe Limousine</p>
12/14/2018	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I am a regular flyer out of RNO and do not want more congestion. Closing the I-580 ramp would certainly add to that congestion!</p> <p>Sincerely, Kevin M Mickey 630-879-1997 Reno, NV 90521</p>
12/14/2018	<p>Dear NDOT, The removal of this ramp would soon generate a feasibility study to relieve the traffic congestion on East Plumb Lane. The committee would come up with a solution to construct an I-580 southbound ramp giving direct access to the Reno-Tahoe International Airport.</p> <p>Will Geyer Aviation Safety Inspector Nevada FSDO, Reno Office 775-858-7700 ext 226 Charles.geyer@faa.gov</p>

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12/14/2018	Greetings: Please do not remove the ramp! Thanks, Paul Reno resident -- Paul Chiavini 775-762-7702 cell
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Amanda Eisenbarth
12/14/2018	Please do not remove the access to the airport driving south on Hwy 395. It is critical to business coming in from the industrial parks to the east of town. Thank you. Tim R Ruffin, SIOR Executive Vice President Colliers International Northern Nevada 5520 Kietzke Lane, Suite 300 Reno, NV 89511 775-823-4670 Tim.Ruffin@Colliers.com
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Hannah Brown
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Respectfully, Sawyer Hawhee
12/14/2018	I've lived in Reno since 1978 and have seen many tweaks to the freeway. The separate ramp to the airport is one of those that has been wonderful for all travelers. ITV would be plain stupid to do away with that. Traffic would back up. Emergency vehicle access would be compromised. The ramp EXISTS!! It would not be necessary to condemn any houses or buy any property. Keeping it as is seems to be the very best option!!! Thankyou. SUSAN R RAMOS
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. One entrance is not enough for this growing community and by removing the ramp it would be taking a step backwards. Thank you! Gina Brooks EVP/Finance & Operations, Partner The Glenn Group Creative Marketing for Nevada Companies Reno • Las Vegas o 775-686-7791 • c 775-250-8184 theglenngroup.com facebook.com/TheGlennGroup
12/14/2018	We urge NDOT to keep the southbound I-580 ramp to our great Reno-Tahoe International Airport in place and do not make changes with future freeway revisions. We need that straight access directly into the airport and not more congestion on the Plumb Lane interchange. With the Spaghetti Bowl revisions, I suggest that you lower the speed limit to 55 mph throughout that interchange (east-west-south-north) and downtown to provide more caution with slowing and congested traffic. Most major cities have lower speed requirements through their cities and major interchanges. Thank you and sincerely, Lynn Nielsen 1565 Meridian Ranch Dr. Reno NV 89523
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Geraldine A. Haen
12/14/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, David Haen
12/15/2018	Please do not take away the drop down ramp to the airport!! It's one of the best things about our airport. Such a direct entrance adds so much to the ease of getting to your flight! And to pick up incoming guests! Please do not take it away from us. Jennifer Cochran 1105 San Miguel Way Sparks, NV 89434 7753595024 jenniferscochran1@gmail.com
12/15/2018	To all concerned, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I understand the rationale of the Spaghetti Bowl Interchange, but not at

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	the expense of a transportation entity with 4.2 million customers who bring \$3.1 billion in economic impact to the region each year. IF anything there should be planned an additional flyover ram feeding the south Reno and Carson City commuters and destinations considering the growth in those areas. Thank you for your consideration, Terry Lee White 20913 White Rock Dr. Reno, NV 89508 NevadaTerry@gmail.com
12/15/2018	Dear Sirs or Madams, Please do not limit access to the Reno airport. The town is growing apace and connections to other cities must be enhanced, not curtailed. Respectfully, Mary C. K. Stein from Caughlin Ranch
12/15/2018	Dear Sir, I respectfully request the Preferred Alternative to remove any direct ramps at I-580 and Plumb Lane/Reno-Tahoe International Airport be revised. This interchange is probably the most used for Reno and obviously Airport access. Please consider other alternatives to reduce traffic at the Spaghetti Bowl, which is nearly two miles away. Sincerely, Mark C. Boge, PLS Reno, Nevada
12/16/2018	Dale Keller, Project Manager - NDOT 1263 S. Stewart Street Carson City, NV 89712 dkeller@dot.nv.gov Re: Airport Ramp Dear Mr. Keller: Please include the southbound ramp from the I-580 freeway into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the Preferred Alternative of the Spaghetti Bowl Environmental Impact Statement. My family uses the southbound ramp from the I-580 freeway into the Reno-Tahoe International Airport weekly. Eliminating this freeway ramp would have a negative impact our lives. Thank you for your assistance in this matter. Alice Miller 1880 Trail Creek Way Reno, NV 89523 617-755-6264 Alice_miller@hotmail.com CC: publicaffairs@renoairport.com
12/17/2018	Dear Mr. Keller, Taking away the existing off ramp to the airport from 395 south is a ridiculous notion. You would be taking our progress back 10-15 years instead of trying to move us (Reno) forward in the way of access to our airport. It is doubtful that this airport would ever shrink in size and so why would you want to thwart the progress that has been made to make this a more progressive airport facility? As Reno grows even larger, the need for smooth easy ingress to the airport will become even more important. Do something that will benefit the growth that is occurring here instead of hindering it.

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	Figure out something else to accomplish whatever your goal here is. Each time the Spaghetti Bowl gets "IMPROVED" I look at what is done and say, " Not enough. Who the heck thought this plan out? It's guaranteed to be a problem or be in need of additional growth in 5 years." Sincerely, Anita Elmore
12/17/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Thomas J. Thorn, Sr.
12/17/2018	I have been a long time area resident and frequently use the airport for my business and personal travels. I recently learned that NDOT is considering removing the southbound ramp from I-580 into the Reno-Tahoe International Airport. This is a mistake because easy access to the airport is vital, especially since the airport is only going to be growing in its passenger capacity. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange. Access to the airport should be increased, not decreased. Thank you. Matthew B. Hippler, P.C. Partner Holland & Hart LLP 5441 Kietzke Lane, Second Floor Reno, Nevada 89511 Direct Phone: 775-327-3049 Main Phone: 775-327-3000 Fax: 775-786-6179 E-mail: mhippler@hollandhart.com
12/17/2018	Dear Mr. Keller, As a daily commuter through I-80 East to I-580 South, as well as a regular flyer, it is critical to include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you for your consideration. Lynn Heislein lynnheislein@yahoo.com
12/18/2018	Good afternoon, I'm writing today as a concerned member of our community and want to urge you to include the southbound freeway access ramp into the airport in the Preferred Alternative of the Spaghetti Bowl Environmental Impact Statement. Tami Ritz
12/18/2018	Please KEEP the southbound 395 exit to the airport open. We need it!!!! Thank you. Carole Zarcone
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As a federal employee that works at the airport I use these on and off ramps daily. This would be a huge impact to my daily commute. Sincerely, Jeff Bennett
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Furthermore, the airport is the main link between growing southern Nevada and our state resources up north. Specifically, the hundreds of state workers, businessmen, attorneys, and the like traveling between Las Vegas and Carson City on any given day. The harder the access to RNO is, the less likely people are to travel back and forth. Thank you for your consideration. Sincerely, Stephanie J. Glantz 775-830-3669 glantz@unlv.nevada.edu
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. This is a very bad idea especially if we had any emergency evacuation issues. Please think about it. The Airport is just as important to our community as the Spaghetti Bowl. You can find another way if you try. Sincerely, Dana Hall 775-853-6530
12/19/2018	Dear Mr. Keller, As a taxpayer, it is bothersome to watch access be built to our airport, then demolished, only to inevitably be rebuilt as the need will shortly dictate. With the growth in Reno/Sparks, it will become a necessity to improve airport access, if the current ramp is removed. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. While there is no question of the need for the Spaghetti Bowl improvement, forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I think it would be beneficial to endorse a plan that address both concerns. Thank you. Linda Justus
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be

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	imposed upon our growing airport. Thank you. Eddie Booth
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Living in North Valleys and being a frequent traveler, I use that ramp regularly. I can foresee many traffic problems of you remove the southbound ramp. Thank you, Susan Lester
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Meredith Williams/NMLS#542420 Market Vice President – Nevada 13989 South Virginia Street Reno, Nevada 89511 Phone: 775-329-6673 Ext: 5908 Cell: 775-313-6867 mewilliams@unitedfcu.com www.unitedfcu.com
12/19/2018	Mr. Keller, I respectfully request that you include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Ronald Austin-Cox 5165 Jackalope Trail Reno, NV 89510
12/19/2018	Dear Mr. Keller, My wife and I recently attended the NDOT meeting in Reno regarding the proposed Spaghetti Bowl revisions. The primary concern that we had with the Proposal 2 was the removal of the direct access ramp from north I-580 into the airport. While reworking the freeway interchange is long overdue and is a critical need for the growth of the area, we feel strongly that removing the direct access to the airport is a huge mistake. The airport itself has long term expansion plans in place in order to accommodate the anticipated growth of northern Nevada, but removing this ramp would be in direct conflict with that growth. I would challenge you to identify any city in the country that is experiencing our rate of expansion while restricting access to their airport. Limiting access to the airport by requiring all traffic to use Plumb Lane is just foolish and dangerous. Please don't set Reno back 20 years by going ahead with the proposed changes without considering the Airport Authority's revisions

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	which retain AT LEAST the southbound direct access ramp from I-580. Sincerely, Michael and Joanne McClain 4775 Cosumnes Ct Sparks, NV 89436 775-440-7084
12/19/2018	Mr. Keller I'm writing to ask that you please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. Besides being a vital asset to our region, our airport's current freeway access should be enhanced, not reduced. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a terrible idea, as well as a safety and security risk that should not be imposed upon our growing airport. Even infrequent travelers like me (about 2 trips/year) realize the value of the ramps currently in place and appreciate the planning that went into those ramps. And those of us who use Plumb Lane for non-airport travel do not want it made worse by increased and unnecessary airport traffic. Thank you. Elaine Alexander 2725 W Moana Ln Reno, NV 89509
12/19/2018	Dear Mr. Keller, I am a regular flyer out of the Reno-Tahoe airport. From my residence, the southbound flyover entry to the airport is by far the best way to get to the departure gates. I have used other entries to the air they are all much slower and less convenient. As a result I am requesting that you include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Vern Schulze
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. T. Heath Hildebrandt, P.E. Vice President Dyer Engineering Consultants, Inc.
12/19/2018	Written comments to dkeller@dot.nv.gov, can be sent through 5 p.m. Jan. 15. Also, please copy publicaffairs@renoairport.com on any written comments you may make. In order to be most effective, we ask that you include the phrase, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I agree that more than one access point is absolutely necessary to a major

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	airport and hope your review of a plan to remove an access point is reconsidered. Thank you, Kay Calhoun
12/19/2018	please consider the problems by closing an entrance!! Carolyn Lancaster The Songlady: Voice and Piano Instructor Tapping (EFT) Instructor Carson Communicators Toastmasters Carson Valley Community Theatre
12/19/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Sincerely, Margaret Defilippi
12/19/18	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Margaret Defilippi
12/19/2018	I have already written a letter highly opposing the suggested removal of the I-580 ramp to the Reno airport. I based this on a description of the plan and had not seen the proposed mock up. Now that I have seen the visualizations of the planned removal I THINK IT IS EVEN MORE RIDICULOUS THAN EVER. The E. Plumb Lane/Villanova/I-580 S onramp and offramp area is a mess already. I have seen more accidents and near misses there than anywhere else that I drive in Reno. And you want to remove the smooth and efficient on and offramps to I-580? That is not even short sighted, it is an absolute turn back in time and suggests that you people have no clue what you are doing and need some new blood in your engineering department. Sincerely, Anita Elmore AMERCO 5555 Kietzke Lane, Suite 100 Reno, NV. 89511 775-688-6300 Phone 775-322-8201 Fax VOIP 530200 anita_elmore@uhaul.com
12/20/2018	Please keep the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.

Date Received	Comment
	Mike & Shanna Casey 6499 Peavine Hills Ave Reno, NV 89523 775-747-1735
12/20/2018	Dear Mr. Keller, I am writing to object to the plan to close the southbound I-580 off-ramp to the airport. I can't understand why you would think about removing the ramp when it is needed for people traveling south to get to the airport. Otherwise you will jam up the off- ramp at Plumb, which is already crowded and cause traffic to back up worse than it already does. I realize that since no one planned for this much traffic moving north and south when 395 was built years ago and definitely not when Interstate 80 was built many years ago, but I cannot see how closing this ramp will help the situation. Too many employees and travelers need this access to the airport. Please reevaluate the plan and save this off-ramp. Kind regards, Sharon King
12/20/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Charles McGuire 2099 Meritage Dr. Sparks, NV 89434 Cfm411102@gmail.com
12/20/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into a single entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you, Brad Erger
12/20/2018	Dale Keller Project Manager-NDOT Dear Mr. Keller I write to oppose the NDOT proposal to remove the I-580 southbound freeway ramp entrance to RNO. The current traffic pattern serves the needs of the growing Reno community and the surrounding area. The proposed plan would provide only one entrance and exit to RNO. With the increase in airline arrivals and departures, there will also be an increase in traffic related to the various airport services. Thus, a single approach not only leaves the airport with no alternative emergency route it would also result in major traffic congestion as passengers and various airport service providers compete for the same road space. NDOT must include the southbound ramp from I-580 to the Reno-Tahoe International Airport into any federal environment assessment related to the Spaghetti Bowl Interchange. It makes no sense to improve the Spaghetti Bowl situation at the expense of creating issues for RNO.

Date Received	Comment
	Sincerely, Joe Stucker fjstucker@gmail.com 1865 Wind Walker Drive Reno NV 89521 USA
12/20/2018	Dear Mr. Keller, I am somewhat dismayed that NDOT wants to eliminate the southbound ramp from I-580 into the Reno-Tahoe International Airport. The Reno-Tahoe International Airport is one of the key drivers for economic growth in the greater Reno-Sparks-Tahoe area. Ease of access to the our airport should be of utmost priority to our community and in turn NDOT should try to improve the operation of the airport rather than hamstringing the functioning of the airport by forcing all ingress and egress to and from the airport via Plumb Lane. I reflect on the history of NDOT Projects in the Reno-Sparks area and silently smile to myself that I-80 is elevated for the entire length of the casino property located in Sparks. It seems to me that planning for the future should be a priority for NDOT. What if the enplanements total 10 million per annum in the next seventeen years? Are the decisions today looking at the worst case scenario? Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I appreciate your efforts to do what is best for our community! Thank you, B.J. Sullivan
12/20/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Additionally, forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Sincerely, Derek Davis
12/20/2018	In your plan please consider the much needed easy access ramp for the Reno airport. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange" Respectfully submitted, Janet Pantone 12720 Thomas Creek Rd. Reno, NV 89511 (775)560-6000
12/21/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with

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	numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Lisa Niles
12/21/2018	dale: very sorry we could not attend the meeting. we have flown quite extensively in and out of RNO over the years for both business and pleasure. we have also frequently picked up and dropped off friends and family at RNO. I really like the existing I-395/I-580 southbound and northbound ramps to RNO as they are - I feel they are very efficient, safe and inviting. as they are, they really expedite the traffic into and out of RNO in a very safe manner, please keep both of these ramps in your proposal. we have also utilized the existing long "Plumb/Villanova" exit/entrance ramps from this freeway going both straight and making immediate right hand turns to go to businesses, both east and west. I would also like to see these roads remain the same as the longer approaches are more conducive to safer merging traffic. also, with your plan we would have to go out of our way to get to Villanova to reach the business we want to visit. also, looking at your proposed cross-over configuration under the existing freeways looks to cause more problems than it solves. if you were to install this confusing proposed route it seems that it would incur more accidents. overall, I feel that the existing freeway exit/entrances including the airport ramps as they are now are the safest and most efficient movement of traffic. please keep them the same. thank you, Sharon Sharon ~ Mike Risi Fallon ~ Nevada
12/21/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. G. Wayne Wiswell
12/22/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Jackie Lytle Jam Runner-RNO ELITE LINE SERVICES 2001 E. Plumb Lane Reno, NV 89502 (775)328-6902 Office
12/22/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access

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	should be enhanced, not reduced. Sincerely, Kenneth and Darlene Cain 1848 Mountain Street Carson City, NV 89703
12/23/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Judi
12/24/2018	Please follow the advice of the Reno airport authority in maintaining the ramp approach to the airport. More than one approach to the airport is needed. Thank you, Becky Seibert beckyseibert@sbcglobal.net
12/26/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Irene Jones
12/26/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Sincerely, Pedro Dueñas
12/27/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Judy Dreiling
12/27/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport.

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	Thank you. Judith Mugrauer
12/27/2018	Both ramps that access the RNO airport are important to the continued success of our community. Mike Ocava
12/27/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment assessment for the Spaghetti Bowl Interchange. My husband and I encourage you to NOT remove the southbound onramp to the airport. It is extremely convenient and allows for smooth traffic flow from the interstate, I-80, North Valleys, Sparks, and Truckee, where much of the traffic comes from. This ramp keeps the southbound airport traffic OFF the city streets which can back up for blocks at stoplights (i.e. Moana intersection). There are a lot of cars, cargo vehicles, etc. that use this ramp to get to the airport. This will be extremely problematic if all airport traffic has to move on city streets. If there is an accident on an artery street to the airport, the public could easily miss their flights. I have seldom seen an accident on the ramp to the airport that you are seeking to remove. Our region is growing and growing, and with it more airport traffic. The traffic needs to flow as it does now, and the southbound ramp is an integral part of that flow. The northbound traffic flows freely to the airport because the exit is a right turn and a short distance from the airport entrance; the southbound ramp serves the same purpose, bringing the traffic directly to the airport. The current southbound ramp MUST stay! Thank you for your attention. Sincerely, Loretta Low
12/27/2018	Dear Mr. Keller: Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. One of the great things about Reno is the convenience and accessibility of our little airport. Thank you for your consideration. Sincerely, Vale R. Trujillo
12/27/2018	Dear Mr. Keller: I urge you to please consider the Reno-Tahoe Airport Authority's counter-proposal to NDOT's Environmental Impact Statement [EIS] Preferred plan. As a logistics hub, tourist destination, and a rapidly growing city, Reno requires easy, freeway, airport access which has already been partially addressed with the existing flyover ramps. Confining airport approaches to congested surface roads is not a forward thinking alternative and is not expandable as the city develops. Please do not remove the current airport flyover ramps and modify the EIS preferred plan to include or maximize airport access. Sincerely yours, Alyson Jasper
12/28/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for

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	the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Danny DeLaRosa
12/28/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. I personally feel the ease of getting on and off the freeway at the airport is what makes our airport so great and convenient for travel. Thank you, Samantha
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Bill Lash
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. It makes absolutely no sense to me to remove direct access to the airport. Sincerely, Kathleen D. Richards
12/30/2018	Mr. Keller— I drive through the Spaghetti Bowl from the south nearly every day of the week, sometimes more than once a day and usually on weekends as well. I also drive from UNR to the airport nearly every week. Fixing the Spaghetti Bowl and preserving the southbound airport ramp are both high priorities for me and for many of our faculty members at the medical school who have similar schedules. This ramp is also increasingly important for many of the new businesses and activities that bring people to Reno who access the airport from the north. I understand that some of the proposed re-routings would eliminate the SB ramp, which I think puts inordinate pressure on surface streets and intersections. An accident on Plumb at key times of the day, or even just heavy traffic, could have a huge negative impact on airport transportation. The NB ramp back to UNR is not as critical, because leaving the airport is not as critical as arriving, although it is critical for egress of emergency vehicles to hospitals north of the airport. I hope you can find a reasonable compromise that solves at least some of the Spaghetti Bowl problems but preserves this critical airport access. Thank you. Tom Thomas L. Schwenk, M.D.

Date Received	Comment
	Dean, School of Medicine Vice President, Health Sciences University of Nevada, Reno tschwenk@med.unr.edu (work) 775-784-6001 (cell) 702-280-1353
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. boogie0050@gmail.com
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I cannot imagine traveling to the airport via surface streets. I have lived in the Reno/Sparks area on and off since 1970. I have seen the community and airport growth. The Spaghetti Bowl has been the most mis-managed project I have ever been exposed to. Every time it's redone the worse it becomes. If the airport access is changed, it will continue a process that plagues the entire community. It's time to put all heads together for a permanent solution. Sincerely, Bill & Jackie Hartman 6056 Axis Drive Sparks, NV
12/30/2019	Dear Mr. Keller, One of the pleasures of living in Reno is the convenient reliable access from the highway to RNO airport. It is also one of the first positive impressions many travelers have of our city. Please maintain the ramp to the airport in your plans. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. agallisa@gmail.com
12/30/2018	Mr. Keller, I have lived in Reno for over 50 years. teaching for over 30, and always told my students to speak out instead of complain after the fact. I cannot imagine a freeway exit not being direct to the airport. The congestion would be totally unacceptable. It is already a burden to have to arrive at the airport 2 hours before departing, but to have to allow for extra congestion due to poor planning is not what Reno needs. Do not support the half baked decision to eliminate the direct airport exit. I knew when the freeway was enlarged about 15 years ago that the Spaghetti Bowl problem was not eliminated because entering or exiting I-80 from I-580 still only had one lane each. When the construction was completed I was utterly astounded that anybody thought it would be

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	acceptable. Now, many years later, we are paying once again to remedy a situation that should have been resolved previously with taxpayer money. Please don't allow the same mistake to be made this time regarding the airport exit and assure it remains. Many thanks for listening, Karin McCollum, Sparks, NV, logical frequent traveler. renokarin@aol.com
12/30/2018	Dear Mr. Keller, I was absolutely astounded today to read in the paper that NDOT is planning to reduce ingress and egress to the Reno-Tahoe International Airport as part of its preferred plan for the Spaghetti Bowl Interchange. As a taxpayer and 40-year resident of Reno, I know the importance of this access and the improvement this brought when it was added in the 1990s. In fact, I recall that part of the justification for the direct freeway access was planning for the long-term growth of this area. This was a solid strategy. Now, NDOT is proposing demolishing important airport access for which hardworking taxpayers already have paid. Given the explosive growth we are experiencing in the area as well as significantly increased tourism, it is essential we maintain all existing access points to the airport, including flyovers that avoid the Plumb Lane entrance. Reducing access to the airport and funneling traffic through the old Plumb Lane entrance puts passengers and residents at risk during mass casualty emergencies resulting from terrorism and gun violence. In addition, an accident near the Plumb Lane entrance could completely cut off airport access for hours, which would result in countless missed flights. All of this is unacceptable, especially for a tourist destination. While I support the Spaghetti Bowl Interchange, I do not support the proposed preferred solution that reduces airport access. Any Spaghetti Bowl solution must maintain ALL CURRENT ACCESS POINTS to the airport to ensure safety and to support the needs of this fast-growing area, which serves not only Reno/Sparks, but Lake Tahoe, Carson City, Gardnerville, Fallon, Fernley and other outlying areas that are also experiencing explosive growth. Any solution to the contrary is shortsighted and will cost taxpayers more in the long run in terms of future renovation and potential lost tourism. Thank you for your consideration. Sincerely, Lisa Laughlin
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. You are probably familiar with the persuasive arguments Lisa Fianoli makes in the RJG Opinion page. I find them compelling and hope you will also. Sincerely Elwood L Schmidt, MD
12/30/2018	Good day, Reading the Spaghetti Bowl revision plans, I am in total agreement that it is time for a complete revamp given our existing traffic flow. However, the plan to remove airport access via the flyover off ramp does not make sense. Located approximately two miles south of the Spaghetti Bowl it is a very convenient airport access and is really not a part of the bowl reconstruction. In fact, I would say that it is probably one of the best and easiest to use off ramps in the Reno area! No abrupt turns or stop lights.

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	Drivers going to the airport, exiting at Plumb Lane, will move through four traffic lights and non-airport traffic, adding more congestion to the already crowded Plumb Lane. Reno-Tahoe Airport is growing and providing great service for commerce as well as business and pleasure travelers. Please keep our airport access looking like a 21st century hub rather than something from a third world country! Best regards, Jack Eastwick, Sr. Consultant/Owner Expert System Consultants
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. The idea behind the Spaghetti Bowl Interchange is to improve traffic flow. Removing the ramp does the exact opposite Thank you. Thom Nicklay
12/30/2018	Dear Mr. Keller, I find the idea of removing the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative, makes absolutely no sense. It was one of the more sensible road construction efforts in Reno. Apparently those who thought up this idea have little concept of the benefit of this ramp for its users, which makes the Reno airport very accessible for all those coming from north of the airport and reduces the impact from those coming from the other directions. It is a well-constructed and sensible ramp and reduces the time, accident, and congestion potential of any alternative to access the airport from the north. This alternative Preferred Alternative is unacceptable and should be removed from consideration. Thank you. Yours sincerely, Dr. Pierre Mousset-Jones (50+ years of Reno residency)
12/30/2018	Dear Mr. Keller, Reno Airport access and exit are some of the best routes in the west. To remove the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the Preferred Alternative is a huge mistake. Traffic in Reno becomes worse daily and accidents are prevalent. Please don't change what works so well to a plan that cannot work... entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Gail Hardy 1617 Rocky Cove Lane Reno, Nv 89521
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.

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	Sincerely, Larry Stites
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Diane Stites
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. One of the major conveniences of the Reno area is our easy access to the airport, both for business and personal use. Over the years we and our customers have used the southbound freeway exit ramp to access the airport. The ease of that ramp and the resulting lack of traffic congestion are major pluses for our community. Additionally, eliminating the ramp and forcing all airport traffic to funnel into one entrance at the Plumb Lane intersection will lead to delays and unnecessary traffic jams when people are trying to get to the airport in the middle of morning and evening rush hour. Thank you. Barbara Ristine Ristine and Associates LLC barb.ristine@gmail.com
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Sincerely, Kathleen Weber
12/30/2018	Mr. Keller- The proposed elimination of the exit off I-580 to the Reno-Tahoe airport makes no sense to us. As Ms. Gianoli's OpEd this morning concisely noted, passenger traffic at the R-T Airport is at record levels and will only continue to grow, as will the general population in Truckee Meadows. Funneling all highway traffic onto Plumb Lane to the Airport will congest access to the airport and the surrounding neighborhoods. It also portends of dangerous consequences should a serious event occur at or near the airport. We would encourage NDOT to retain and indeed expand access to the Reno-Tahoe Airport, an international facility serving a northern Nevada and northern California. Cathy and Bill Cobb cobbreno@gmail.com
12/30/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.

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	Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Linda Zimmer
12/30/2018	Mr. Keller... I recently found out that it is your intention to remove the flyover ramps from I-580 to the airport. Honestly, when I first heard of this I thought it was a joke. There are many favorable reasons for having a flyover ramp. I find it incredulous that I should even have to list them. If it was a good idea when it was first built in 1990 to improve movement of people to and from the airport, then it is still a good idea. With even more people and more flights, the community needs the quick access to and from the airport. It would be an unnecessary burden to the community to remove this access. Thank you for the opportunity to share my thoughts. Gene Furr
12/30/2018	Mr. Keller... After reviewing the proposed changes, I agree that adding more lanes will allow for the increased number of vehicles we have seen in our city. It looks like this will have the needed capacity for 10 years afterward as well. However, I can't help but point out the obvious that your plan will not solve our traffic congestion when transitioning from NB I-580 to EB I-80. The corkscrew on ramp was built for traffic in the late 1950s. This seems like a very short sighted approach to the overall project. This truly is the weak link in the chain. I recommend that you seriously reconsider this transition as this will create more problems than you might foresee. Thank you, Gene
12/30/2018	TO: Dale Keller, Project Manager, NDOT Spaghetti Bowl This email is to request that the NDOT include the southbound freeway access ramp into the airport in the Preferred Alternative of the Spaghetti Bowl Environmental Impact Statement. I purchased my home in Reno almost 2 years ago, and have recently moved here after retiring from over 30 years in the healthcare industry. One of the features that convinced me to move here is the easy access to RNO: after living in the Bay Area for decades, fighting traffic and bottlenecks, I thought the folks who designed RNO were geniuses! When family and friends come to visit, it's the efficient traffic management and easy-to-understand traffic flow in and out of RNO that we all acknowledge every time we go there. To remove access, especially with a growing population and business community, seems counter-intuitive. There are also the safety concerns outlined in the editorial in today's Reno Gazette Journal by Lisa Gianoli. Is it really cost-effective to remove ramps only recently built? Please count me as a tax-paying Reno, NV resident who supports keeping those ramps. Thank you for reading this. John P. Siegel, MD, MBA, FACS 5860 Cartier Dr. Reno, NV 89511
12/30/2018	Dear Mr. Keller, I am looking forward to NDOT's I-580 Spaghetti Bowl interchange

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	improvements. However, as a regular user of the southbound ramp and northbound exit from I-580 into the Reno-Tahoe International Airport, I feel compelled to urgently request that these ramps be included in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Reno-Tahoe International airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Security is everyone's concern and forcing all types of airport ground traffic into one entrance with numerous starts and stops is a serious safety and security risk that should not be imposed upon our growing airport, expanding business community or tourism. Having traveled extensively locally and abroad, I know RNO airport's direct freeway entrance and exit provides a very unique benefit: fast, efficient and unfettered freeway access. Reno is a wonderful city to live in and to visit - please give this plea your urgent attention. Sincerely, Greta Engelbrecht
12/30/2018	Hello Dept of Transportation, NV, Representative, Thank you for the opportunity to comment on the plans for improving the mess that is currently the Spaghetti Bowl in Reno. We live in NW Reno. My husband and I both use the airport regularly, both as fliers ourselves and as picking up/returning friends to the airport. My husband often impresses his international colleagues with how accessible our airport is. We have often commented our appreciation on the ease of accessing the airport both from the north side of the freeway and the south side of it. Having easy access to the airport is a boon to residents and visitors alike. Please save the ease of access from both directions when you make plans for changes to the Spaghetti Bowl! Please make this a priority. Thank you, Cynthia Richardson
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Chris Ritland, Sparks NV
12/31/2018	Mr. Keller: Having been born in Reno and living here all of my life, I have enjoyed seeing the Reno airport grow from the tiny place it once was to the fine facility it now is in our community. One of the best improvements we have there is the freeway ramps in and out of the airport: improvements which were built at large expense with taxpayer dollars. It is incredible to me to think that anyone would believe that closing the southbound ramp would help with easing traffic at the Spaghetti Bowl, miles away. (That answer clearly lies in closing down the exits next to the Spaghetti Bowl which were originally built too close together.) Tearing down the flyway would be government waste at its most extreme. Reno has finally joined other airports in helping people enter and leave the airport quickly and now NDOT wants to do away with that? It is a crazy scheme that is both wasteful and will not ease freeway congestion. All it does is make it harder on people to leave the airport and makes guests to Reno wonder when we are going to get the features of flyways like

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	other modern airports. I am absolutely against this absurd proposal of removing the southbound I-580 freeway ramp at the airport. Eric A. Stovall, Esq. 200 Ridge St., Suite 222 Reno, Nevada 89501 775-337-1444 775-337-1442 (Fax)
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. I understand we may also be losing the direct northbound exit from the airport. Why would anyone think it's a good idea to make it harder to get to an international airport? Sincerely, Fran Puchli 9243 Sassafras Trl Reno, NV 89523
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Fran Puchli 9243 Sassafras Trl Reno, NV 89523
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. As someone who lives in Reno-Sparks and flies into and out of the Reno-Tahoe International Airport, losing the southbound ramp to the airport would have a huge impact for me and others traveling in and out of the airport. Not only is it convenient and a time-saver, it makes sense to have more than one roadway into and out of the airport for all to use. Thank you. Terri Ogden
12/31/2018	Dear Mr. Keller, Please DON'T include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Since the airport has brought up this issue I've been watching that flyover on my commute. I've hardly ever seen anyone on it! Never really noticed it until now. I don't feel the taxpayers should pay for something nobody uses. If the airport wants it so badly, they can pay for it.

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	Thanks, Concerned taxpayer Scott Hein
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. As a frequent flyer, I use the offramp to the airport when traveling south on Hwy. 580 from my home in Sparks, NV. Losing the ramp would cause me to use an alternate route, most likely the Plumb Lane exit from the freeway. My concern is the congestion that would be caused at the intersection of Plumb Lane and Terminal way if the ramp is closed. Another concern I have is limiting access/egress from the airport in the event of an airport disaster. Emergency vehicles need a quick way to access the airport grounds and eliminating the ramp from I-580 would eliminate one access point as well as the possibility of emergency vehicles being blocked from traffic backups at another access point. Sincerely, Myron Hallauer mdhallauer@gmail.com Phone: (775) 762-3375
12/31/2018	Dale Keller, Removing the southbound freeway access and the Villanova access to the airport leaves everyone competing for the already crowded Plumb Lane intersection. Seems like a radical decision considering the freeway exit is the most popular and expeditious way to reach the airport. We are talking about, cars, trucks, taxis, shuttles, rental cars, semi's, UPS and Fed Ex, and emergency services, please rethink this decision. Airport usage is up and the airport has more flights, employees, passengers, and cargo than it did 30 years ago. Please reconsider what seems a hasty decision. Thank You, Judy Showers Sparks, NV
12/31/2018	Dear Mr. Keller, I am a recent resident (two years ago) here in Reno and commute weekly using RNO. Therefore, I/we use the southbound flyover ramp twice a week as well as the northbound ramp back onto I-580. Since it is 2 miles south of the Spaghetti Bowl, I have completely no understanding as how this ramp affects the problems/congestion at the Spaghetti Bowl. As an engineer it would be interesting to hear the thought process. Also I believe this would lead to future MASSIVE problems on Plumb, which already has backups at the traffic signals. Every day when driving past this area of Reno, I am in wonderment about how eliminating these ramps would solve the specific jam up of going from I-80E to I-580S! What in the world could you folks be thinking? Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport.

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	Thank you. Jerry Woods
12/31/2018	Hello I am new to Reno, been here 4 months, I travel a lot and the ramp that you want to destroy seems very important to travelers. My first experience was to follow the signs off the freeway to the airport and the first one I used was the one that seems to be up for demo! Think about the congestion for not just travelers, but those who need the extra off ramp for shipping etc. I can only imagine if the ramp is destroyed, the congestion in the future and having to get to the airport 2-3 hours in advance just to beat the traffic. Please reconsider! HAPPY NEW YEAR! Carmen Price, "Live long and prosper"
12/31/2018	Mr. Keller, PLEASE reconsider the configuration of the 395 work! Access to the airport is essential for the livelihood of our community. Making it so much harder to enter and exit the airport, when your own projections call for greatly increased traffic flow in coming years, is not a wise choice. Besides the travelling public, the commercial traffic and emergency traffic would be severely impacted. Our tax dollars should be used to BENEFIT the whole community--not just solve one area (Spaghetti Bowl) at the expense of the rest. thank you for re-considering this! Norma Leising 4806 Ravello Dr. Sparks, Nv.
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Lisa Passmore-Quade 1309 South Sutro Terrace Carson City, NV 89706
12/31/2018	Mr. Keller, SERIOUSLY??? You really need to reconsider the removal of the important ramp access to and from RNO. Having worked at the airport for many years, I know the traffic load that comes through there. Throwing all the traffic back onto Plumb is not going to help anyone. The airport traffic, both public and business, is vital to our community. Please reconsider this costly mistake. Steve Faucett
12/31/2018	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you.

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	Konrad Quade 1309 South Sutro Terrace Carson City, NAVY 89706
12/31/2018	Hi, my name is Michelle Gach and have been a Washoe County resident for 40 years. During this time, I've seen our community grow in both positive and negative ways. One of the most positive events was the opening of the southbound off ramp to the airport. This quick and easy access to RNO is by far one of the best airport accesses I've seen compared to other communities and their airports. It is quick and easy, not confusing. Please help RNO keep its southbound freeway entrance ramp. Please include the southbound freeway access ramp into the airport in the Preferred Alternative of the Spaghetti Bowl Environmental Impact Statement. Your attention to this vital concern would be greatly appreciated. If you would like to contact me my phone number is 775-750-2926, or you can e mail me at mgach@charter.net. Sincerely, Michelle Gach
12/31/2018	Dear Mr. Keller, I have lived in Reno for over 30 years watching our area grow and navigating our highways. The Spaghetti Bowl has always been a challenge and with the increasing growth the challenge often becomes dangerous. The last improvement made improved the transition from NB I-580 to WB I-80 and that was about it. I have attended a public information meeting regarding the possible options and spoken to your engineers. Nowhere did I see or was I told that any option would involve closing the ramp to our airport. I read, with interest and agreement, the letter in the December 30th Reno Gazette Journal written by Lisa Gianoli, chair of the Reno-Tahoe Airport Authority. Every reason she gave for not closing the freeway ramp to the airport is solid and strong. That ramp provides easy access to the airport keeping that traffic off the surface streets. Closing the ramp would create untenable traffic on every street. In addition, the proposal to close other accesses to the airport raises more traffic concerns and safety concerns. Having commercial vehicles using the same single point entry to the airport does not work and would increase the traffic snarls. Finally, in the event of an emergency, first responders would be critically delayed due to the traffic and limited access. I strongly urge you to take this off the plan and leave the airport access unchanged. Sincerely, Joni Martindale
12/31/2018	Mr. Keller: We are writing as concerned residents of Reno. The proposed "preferred plan" for the reconstruction of the Spaghetti Bowl is absolutely unacceptable. Please ensure that the southbound ramp I-580 into the Reno-Tahoe International Airport is included in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is an absolute safety and security risk that should not be imposed upon our growing airport. It is imperative that this project is done correctly the first time. If the current Preferred Alternative is used, it will have to be re-done within a short amount of time. As taxpayers, we cannot understand how a plan could even be considered which includes only one entrance. Protecting the traveling public is difficult enough in this day and age. The

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	current proposed plan represents a terrorist's dream. Thank you for your consideration in this matter. Sincerely, Gary and Dianne Speegle 15500 Donnybrook Court Reno, NV 89511 760-384-8597
12/31/2018	Dear Mr. Keller, I have lived in the Reno Sparks area for over 60 years and have commented many times when using the southbound ramp, about the smart planning that made it possible. In contrast I never really understand the one lane option for all traffic on I-80E heading south, that shares it with a merge lane from Wells Ave and another lane heading north off of it, I am bewildered so often when I pass and see the emergency vehicles there. Law enforcement tells me it is a daily occurrence. (Bad Planning?) I am not sure how taking away the direct access from I-580 and having everyone fight through the Plumb Lane congestion can be beneficial to me, fellow citizens and visitors. I would ask that you please consider the southbound ramp from I-580 into the Reno airport as the preferred alternative. (Good Planning?) Hope so. Sincerely, Kenneth W. Price
1/2/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Nancy Mora Reno Station Manager
1/2/2019	Please, please, please do not remove the airport exit. It is one of the best things in the area. Pat Zimmerman
1/2/2019	To Whom It May Concern: The airport on/off ramp is currently the best part of the freeway system in Reno. In fact, there should be on/off access going both directions. The Plumb Lane intersection is still a mess, as is Moana. Removal of freeway access to/from the airport will contribute to traffic congestion, and thus air pollution, and should not be allowed. Sincerely, Marcie Wood
1/2/2019	Dear Mr. Keller, Forcing all airport traffic to enter the airport via Plumb Lane seems incredibly shortsighted and counterproductive to traffic management. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Ken Brook

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1/2/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Lynn Humphreys
1/2/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you, Lynn Humphreys
1/2/2019	Dear Mr. Keller: These are important times for our region and its economy. All of us must work together, in the same direction, in order to capitalize on the exciting growth and developments that make our region so dynamic. The success of, and access to Reno-Tahoe International Airport is crucial to our continued growth. With the airport currently service 4 million passengers a year and projections going as high as 6.5 million passengers by 2036—this is not the time to do anything that would limit freeway access. Not only is this an important consideration day-to-day, limiting freeway access in time of an emergency could have tragic implications. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you for your consideration. Sincerely, Kurt A. Mische, CRMC/CRSM President & CEO KNPB Public Television 1670 N. Virginia St. Reno, NV 89503
1/2/2019	Dear Mr. Keller, Serving as the mayor of Reno for 12 years was one of the greatest honors of my life. My wife, Nancy, and I have raised our family here, and we deeply care about the future of the city we call home. For this reason, I'm reaching out to you regarding the proposal to remove Reno- Tahoe International Airport's (RNO) southbound freeway access ramp, which I believe would be a step backward for our region. The Nevada Department of Transportation plan to remove the southbound access ramp from I-580 into RNO, while eliminating the Villanova exit, will force all airport traffic into one highly congested intersection at Plumb Lane. This will force vehicles that don't mix, like cargo semitrailer trucks, buses and shuttles, into an already busy intersection near a high school. Accidents are certain to occur, which will block the entrance to the airport. At a time of record growth for our community and RNO, we should never even consider a plan that reduces access to an airport that brings \$3.1

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	billion per year in economic impact to the region. NDOT should be making it easier, not harder, to enter and exit our airport. When the ramps were built in 1990, we had less passengers and businesses at RNO. Today, the airport serves 4 million passengers per year and has 4,000 employees. If we needed the ramp in 1990, we certainly need it even more today. Previous attempts to fix the Spaghetti Bowl have failed. NDOT and our community will be facing another failed attempt to fix the road network if we harm the airport in the long term by removing freeway access. A \$2 billion road project should facilitate, not inhibit, tourism and the ability of business travelers to come and go from around the world. I urge you to reconsider the plan and include the I-580 southbound entrance ramp into RNO in the federal environmental impact statement for the Spaghetti Bowl as part of the preferred alternative. Sincerely, Robert A. Cashell, Sr.
1/2/2019	Dear Mr. Keller, I read the "Spaghetti Bowl Interchange" article in the Reno Gazette Journal and reviewed some of the proposed options on the project website. I am struggling to see the need or benefit of removing the southbound and northbound ramps from and to the Reno-Tahoe International Airport. If you have a moment, I would greatly appreciate an explanation of the logic behind this part of the project as well as what it has to do with the "Spaghetti Bowl." I would also appreciate an explanation of how the removal of these ramps will improve the flow of airport traffic and airport access. I have lived in Sparks and Reno since 1976 and have observed the growth of our area. The addition of these two ramps have been huge reliefs in my traveling experience over the years. I can only imagine the negative impact this portion of the proposal will have on the tourism, transportation, and shipping industries of our community. The airport is a vital resource and its access should be expanded rather than reduced. As the project states, our population and its infrastructure are increasing dramatically. Logic would not dictate the reduction of airport access. Please include the southbound and northbound ramps from I-580 into and out of the Reno-Tahoe International Airport in the federal environmental impact statement for the "Spaghetti Bowl Interchange." I am also concerned about the safety aspect of such a proposal. Thank you very much for your attention in this matter. Sincerely, Tracey Thomas 5654 Vista Terrace Lane Sparks, NV 89436
1/2/2019	Mr. Keller: N-Dots proposal to close the north side on and off ramps to RNO airport is a very poor and short sighted position. I drove through the area this afternoon and any backups on I-580 in the area are far north of the current airport ramps. The Plumb Lane exit already has too much traffic on it and adding additional airport related traffic would be a bad move even with the rebuild of the Plumb Lane interchange. There is no reason to remove ramps that were put in relatively recently as part of the last rebuild of the Spaghetti Bowl interchange. While there are major issues with the Spaghetti Bowl interchange, none of them are related to the north side on and off ramps to RNO. Removal of these would be a waste of money and would cause additional traffic delays on I-580 and time delays in getting to and from the airport.

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	You should go back to the drawing board on this proposal. Charles Dickinson 2739 Shadow Dancer Trl. Reno, NV 89511 Home 775-853-7850
1/3/2019	Dear Mr. Keller, Saint Mary's Health Network has reviewed the Nevada Department of Transportation's (NDOT) November 2018 Draft Environmental Impact Statement (DEIS) for the Spaghetti Bowl Transportation Project and is generally supportive of project plan. With that said, there is a concern with the removal and realignment of the direct on-and off ramps currently used to access Reno-Tahoe International Airport. This change eliminates alternative ingress options, which potentially blocks emergency responders access in a situation such as accident or emergency event. This was further verified by the DEIS's conclusion that Preferred Alternative 2 was the least likely roadway configuration to be successful during an emergency, which was made after an emergency response exercise conducted by several members of local fire and police departments. The DEIS added in this statement that DEIS Preferred Alternative 2 could severely impact public safety and potentially result in unintended life safety consequences. As such, Saint Mary's Health Network requests the inclusion of the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Helen Lidholm
1/3/2019	Dear Mr. Keller, As a frequent flyer/traveler passing thru many airports nationally and internationally, I am always struck by the ease of travel to and from Reno-Tahoe Int'l. Airport's rental car facility and terminal. Most airports would be envious of such an on/off ramp leading directly to the airport. I recently found out that the ramp from the freeway may be removed, forcing travelers to navigate local streets. This would not only pose an inconvenience to local residents but to those who frequently fly thru RNO. I hope and trust that you would include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to this growing region and its freeway access should be enhanced, not reduced. Thank you for your thoughtful consideration! Sincerely, Robert P. Olislagers
1/4/2019	Dear Dale, I was told that I could give an opinion on the ramps on this email, I will be short and sweet. I believe one of the best things that the freeway offers is the ramps that dump directly into and out of the airport. Removing them would be going backwards. Question spending money for demolition, signage, etc. don't fix what is not broken. I believe rerouting the Glendale/2nd on and off ramps southbound would make a big difference in flow. Reroute similar to the Neil Rd exit and make the on ramp flow into Mill St. Thank you for your time, Cilia Suhayda 849-1944

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1/6/2019	Greetings, I fly in and out of Reno at least twice per month for work. I rely on the convenient flyover ramp to ensure I make it to the airport in a timely manner. Even when traffic is slowing down on I-580 - once on the flyover, I know I will have no delays. Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the Preferred Alternative for any future road improvements. Thanks, Rita Heidkamp srheid@usa.net
1/8/2019	Dear Mr. Keller, Paradies Lagardère operates retail stores as a tenant in the Reno-Tahoe International Airport. We employ 29 people directly and support the financial well-being of dozens of additional family members. Our shops support every traveler in the Reno-Tahoe International Airport and are an important part of that economic engine. Our business generates revenue of more than \$5 million annually and we pay almost \$875,000 in annual rent to the RTIA. We enjoy being part of the airport community and we take our role in that economy very seriously. As engaged and concerned citizens we wanted to share with you our opinion regarding planned work on the I-580 southbound freeway ramp. Our preference would be that you include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. We believe that forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Paul Draeger
1/8/2019	It would be a great mistake to close the southbound ramp to the airport. Our traffic problems are already very bad and to lose this exit would be a huge problem for the flying public. It would divert the traffic to Plumb Lane and cause major backups at peak flying times. Another traffic problem that needs addressed is the Vista off ramp southbound on I-80. It is a one lane off ramp with a large amount of cars and trucks coming in from the Reno Sparks Business Center. Those of us that use this off ramp daily have solved some of the problem by using the side of the road for a lane. The traffic backs up onto the I-80 which is very dangerous. We need a 3 lane off ramp, 2 lanes turning right and one turning left. This off ramp has a lot of truck traffic which turns both left and right. With the shift workers coming back it goes on all day long not just the 5 P.M. traffic. Thank you, Sharron Foster J.C'S Xpress McCarran, NV
1/9/2019	Dear Mr. Keller, The Incline Village Crystal Bay Visitors Bureau (IVCBVB) is the official destination marketing organization for the Nevada side of North Lake Tahoe. Our mission is to promote our region as one of the top mountain

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	destinations in the US and abroad. In addition, we represent business partners in the hotels, resorts, casinos, dining and activity industries throughout the region. All of which rely on our proximity to the airport. Part of our destination message includes our convenient connection with Reno-Tahoe International Airport. That is why we stand opposed to the Nevada Department of Transportation (NDOT) plan to remove the southbound access ramp from I-580 into RNO. Eliminating the southbound freeway access ramp, as well as the Villanova exit, will force all airport traffic into one highly congested intersection at Plumb Lane. Creating frustration for the tourism and business travelers we have worked so hard to attract is in direct opposition to our mission. NDOT's plan will blend vehicles that don't mix. Cargo hauling semi-trailer trucks, buses and shuttles, will jockey with taxis, Uber, Lyft, limos and passenger cars in an already busy intersection near a high school. With 2 million of the airport's 4 million passengers being visitors who are unfamiliar with our road network, accidents will certainly happen that will block the entrance causing thousands of travelers to potentially miss their flights on any given day. At a time of record growth for our region and RNO, we should never even consider a plan that reduces access to an airport that brings \$3.1 billion per year in important economic impact. When the ramps were built in 1990, we had less passengers and businesses at RNO. Today, the airport has 4 million passengers per year and 4,000 employees. If we needed the ramp in 1990, we certainly need it even more today. A \$2 billion road project should make it easier, not harder, for tourism and business travelers to come and go from around the world. The Incline Village Crystal Bay Visitors Bureau Board of Directors urge you to reconsider the plan and include the I-580 southbound entrance ramp into RNO in the federal environmental impact statement for the Spaghetti Bowl as part of the preferred alternative. Andy Chapman
1/9/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced not reduced. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed on traffic to the airport. Thank you for your support and consideration. Regards, John Lipinski 8425 Castlehawk Ct, Reno, NV 89523
1/9/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Do not get rid of the ramp from I-580 into the airport. It is vital that we maintain 2 entrances into the airport in case of any kind of emergency. If there is a terrorist attack, angry shooter, plane crash or other disaster emergency response teams will need access from multiple directions. Travelers to and out of the airport need and desire easy access – and this means directly from the freeway

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	Sincerely Christine Collier
1/11/2019	<p>Good afternoon Dale, It's hard to believe that it has been almost 6 months since you and your team met with us at the Peppermill regarding the Spaghetti Bowl Express conceptual drawings. Thank you again for your time walking us thru the project.</p> <p>At that time we expressed our concern of the removal of the southbound ramp off of I-580 into the Reno-Tahoe International Airport. Specifically from a Peppermill perspective our convenient access to and from the airport enhances the overall experience for our out of town guests that have flown here. In trying to attract large convention groups, the fact that attendees can pick up their luggage and be checking into their Peppermill accommodations within 10 minutes is a huge advantage that most destinations cannot offer. Our industry is continually looking for ways to make the guest experience smoother and less of a hassle. In funneling all inbound airport traffic onto Plumb Lane the Peppermill is definitely concerned on the impact to our guests and the millions of people using RNO.</p> <p>We are very aware that with a project of this scale, there is a massive challenge to appease many different stakeholders and varying points of view. The Peppermill appreciates being part of the discussion and as we follow this process, we are hopeful that NDOT will include the I-580 southbound ramp discussion into the federal impact statement for the Spaghetti Bowl as part of the preferred alternative.</p> <p>Thank you for your time on this matter Dale. If we can be of any help sharing our perspective, please let us know.</p> <p>Sincerely, Stephen Stephen Ascuaga Corporate Director of Business Development Peppermill Casinos Inc. 775-689-7045 direct 775-240-3113 mobile sascuaga@peppermillreno.com</p>
1/14/2019	<p>Dear Mr. Keller, The Regional Air Service Corporation (RASC) was created to help attract passengers and enhance travel to our region through Reno-Tahoe International Airport (RNO). Our membership of hotels, resorts, casinos, convention and visitors bureaus and businesses contribute resources to support air travel and bring economic benefit to the region. That is why we stand opposed to the Nevada Department of Transportation (NDOT) plan to remove the southbound access ramp from I-580 into RNO. Eliminating the southbound freeway access ramp, as well as the Villanova exit, will force all airport traffic into one highly congested intersection at Plumb Lane. Creating frustration for the tourism and business travelers we have worked so hard to attract is in direct opposition to RASC's mission.</p> <p>NDOT's plan will blend vehicles that don't mix. Cargo hauling semi-trailer trucks, buses and shuttles, will jockey with taxis, Uber, Lyft, limos and passenger cars in an already busy intersection near a high school. With 2 million of the airport's 4 million passengers being visitors who are unfamiliar with our road network, accidents will certainly happen that will block the entrance causing thousands of travelers to potentially miss their flights on any given day.</p> <p>At a time of record growth for our community and RNO, we should never</p>

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	<p>even consider a plan that reduces access to an airport that brings \$3.1 billion per year in economic impact to the region. When the ramps were built in 1990, we had less passengers and businesses at RNO. Today, the airport has 4 million passengers per year and 4,000 employees. If we needed the ramp in 1990, we certainly need it even more today. A \$2 billion road project should make it easier, not harder, for tourism and business travelers to come and go from around the world.</p> <p>The undersigned members of RASC urge you to reconsider the plan and include the I-580 southbound entrance ramp into RNO in the federal environmental impact statement for the Spaghetti Bowl as part of the preferred alternative.</p> <p>Sincerely, Regional Air Service Corporation</p>
1/14/2019	<p>Dale Keller, P.E., Assistant Chief of Project Management Nevada Department of Transportation 1263 South Stewart Street Carson City, NV 89712 Dear Mr. Keller:</p> <p>We commend you and members of the State of Nevada Transportation Board of Directors on your commitment to improve transportation infrastructure in northern Nevada. Development of solutions to improve traffic flow and safety of the motoring public in the Reno-Sparks area has been an ongoing effort and many of the proposed solutions included in the I-580 improvement plan will be positive in nature.</p> <p>We support the action taken by the Reno-Tahoe Airport Authority requesting retention of the existing southbound off ramp providing controlled access to the airport and the proposed modification to the Plumb Lane intersections on the east side of I-580 to facilitate northbound traffic.</p> <p>The Reno-Tahoe International Airport depends on secure and safe access to the facilities that serve the air service needs of northern Nevada and portions of northern California. The southbound ramp provides controlled access and is an integral part of the land side ground transportation system servicing the airport. While you may choose to consider further safety improvements, the ramp traffic movement should not be removed.</p> <p>We are joining together as former Board members of the Reno-Tahoe Airport Authority in submitting these comments to you and respectfully request that you direct the NDOT staff to leave the southbound off ramp in place to insure the future integrity of the Reno-Tahoe International Airport.</p> <p>With best regards, Lynn Atcheson Member (July 2003 -June 2011) Jerry Hall Chair (July 2012-June 2013) Member (July 2009 -June 2017) Laurence "Larry" Martin Chair (July 2006 -June 2007) Member (1995 -2007) Geno Menchetti Chair (July 1999 -June 2000) Member (1995 -2001) Randi Thompson Chair (July 2010 -June 2011) Member (2005 -2013) Glenn Carano Chair (July 1996 -June 1997) Member (1989 -1997) Larry Harvey Chair (July 2005 -June 2006) Member (2001-2009)</p>

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	<p>Adam Mayberry Chair (July 2012 -June 2013) Member (2011-2017) Bill Newberg Chair (July 2004-June 2005) Member (2001-2009) John Farahi Chair (July 2002-June 2003) Member (1997 -2005) Brooks Mancini Member (2007 -2011) Joseph Mayer Chair (July 2009 -June 2010) Member (2003 -2011) Mary Simmons Member (2007 -2011) Former airport trustees</p>
1/15/2019	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport.</p> <p>The Carson City Culture & Tourism Authority supports the Spaghetti Bowl Interchange, but not at the expense of a transportation entity with 4.2 million customers who bring \$3.1 billion in economic impact to the region each year. Please help us keep traffic flowing safely into and out of RNO.</p> <p>David Peterson</p>
1/15/2019	<p>Dear Mr. Keller, On behalf of International Game Technology PLC (IGT), I write to express support for including the southbound ramp from I-580 into Reno-Tahoe International Airport (RNO) in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.</p> <p>IGT has a long relationship as a good corporate citizen in the Reno area, with our international manufacturing campus located on Prototype Drive to our important partnership with RNO as a long-time tenant. IGT is proud to continue to be a fixture in this community today and for many years to come, both as a major employer to the region and the economic impact our company has. Our employees and clients travel through RNO from around the world and enjoy the fast and efficient access. Removing the southbound ramp and congesting traffic into one entrance is not a good plan for our IGT RNO employees and those who travel on behalf of our company.</p> <p>Restricting points of entry and exit from this vital part of our region is unsafe. RNO estimates passenger numbers will grow by 64 percent by 2035. Limiting access and delaying arrivals and departures for all facets of airport business is short-sighted.</p> <p>Part of the visitor experience at RNO, one that brings \$3.1 billion to the local economy each year, is ease of access and safety for all. The current plan will create frustration among those unfamiliar with the nearby road network and bottleneck the myriad cargo trucks, passenger vehicles, busses, shuttles, taxis, rideshares and our IGT RNO employees who use the airport every day.</p> <p>The Reno community needed the southbound ramp when it was built in 1990, and Reno still needs it today and will certainly need it 20 years from now as the region continues to grow. Please include the southbound ramp from I-580 into RNO in the environmental impact</p>

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	statement for the Spaghetti Bowl. Thank you for your consideration. Lisa Levine
1/15/2019	Southwest Airlines, the largest air carrier at Reno-Tahoe International Airport (ANO), is opposed to the Nevada Department of Transportation (NDOT) plan to remove the southbound access ramp from I-580 into the airport. Safety and security is our primary concern. Southwest strongly opposes leaving only one point of entry for first responders at a busy commercial airport. Eliminating the southbound freeway access ramp, as well as the Villanova exit, will force all airport traffic into one highly congested intersection at Plumb Lane. NDOT's plan will blend vehicles that don't mix well with passengers bound for time-sensitive flights. Cargo hauling semi-trailer trucks, buses and shuttles, will jockey with taxis, Uber, limos and passenger cars in an already busy intersection creating an unsafe and frustrating path for the 4 million passengers who travel from RNO annually. Accidents will certainly happen which will block the airport entrance causing thousands of travelers to potentially miss their flights on any given day. The Reno-Tahoe Airport Authority generates \$3.1 billion per year for the northern Nevada economy and supports 24,700 jobs, directly and indirectly. At a time of record growth for the Reno-Tahoe area, NDOT should not be reducing access to the region's primary airport. A \$2 billion road project should make it easier, not harder, for tourism and business travelers to come and go from around the country. On behalf of Southwest Airlines' 200 local employees and 1 million passengers who travel from ANO annually, please include the I-580 southbound entrance ramp into ANO in the federal environmental impact statement for the Spaghetti Bowl as part of the preferred alternative. Stephen Sisneros
1/15/2019	The signatory airlines at Reno-Tahoe International Airport (ANO), Alaska Airlines, American Airlines, Delta Air Lines, Southwest Airlines, United Airlines, JetBlue, FedEx and UPS, are opposed to the Nevada Department of Transportation (NDOT) plan to eliminate freeway entrances and exits to the airport. NDOT's plan for the removal of the southbound freeway access to the airport from I-580 as part of the Spaghetti Bowl Interchange is not acceptable to the passenger and cargo carriers who help bring \$3.1 billion per year to the local economy. Emergency access, in our post-9/11 world, is of primary concern. An accident, or intentional act in the intersection, could block first responders from reaching the terminal that daily serves 16,000 passengers and nearly 4,000 employees. In addition, removing the southbound freeway ramp, as well as the Villanova entrance and exit, means every FedEx semi-trailer, UPS truck, passenger car, Uber, Lyft, taxi, bus, shuttle and rental car will be fighting for position in the already congested Plumb Lane surface road intersection. Instead of non-stop access from the freeway to the terminal front door, passengers will battle with increased traffic, stop signs and turns. The likelihood of both traffic and accidents is high, resulting in passengers consistently missing their flights. According to the ANO Master Plan projections, 6.5 million annual passengers are expected to use ANO by 2036. We fail to understand how a freeway ramp built in 1990 is now unneeded when the airport has more flights, passengers, employees and cargo today than it did 30 years ago.

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	The ANO signatory airlines, who have committed to the airport via an executed use and lease agreement and serve approximately 3.9 million annual passengers to and from the region, request that you include the southbound ramp from I-580 into ANO in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Monica del Rio
1/15/2019	Dear Mr. Keller: On behalf of our Board of Directors and more than 550 members, we are writing to express our active opposition to NDOT's proposal to remove the southbound I-580 freeway off ramp that currently provides vital access to the Reno-Tahoe International Airport (RNO). We appreciate that the proposed Spaghetti Bowl Transportation Project is intended as NDOT's solution to improve safety and traffic flow at the confluence of I-80, I-580, and US 395, described by some as "the heart" of the Truckee Meadows transportation system. However, we respectfully urge that NDOT not proceed with a plan to improve safety and traffic flow at one location by moving the problem to another location. At present, as you should be aware, the Reno-Tahoe International Airport (RNO) serves some 4.2 million passengers each year, generating approximately \$3.1 billion in annual economic impact to the region. Forecast data published in the recently updated RNO Airport Master Plan includes a range of increased passengers that may grow to 6.5 million by 2036. Clearly, access to and from RNO is essential to our region's economy. The South Shore of Lake Tahoe is part of the region that benefits directly from the ease of access and success of the airport. Unfortunately, NDOT's proposed "Spaghetti Bowl" Preferred Alternative (Alternative 2) would place the airport's success, safety and security in serious jeopardy. As a multi-modal transportation agency, this is not a responsible position for NDOT to take. We have attached to this letter a summary of our specific points of concern with the adequacy of the Spaghetti Bowl DEIS and NDOT's proposed Alternative 2. We respectfully request NDOT reconsider its current course of action. As part of our request, we offer NDOT senior management and appropriate members of your Spaghetti Bowl Interchange team the opportunity to come to the South Shore to conduct a workshop with business and tourism leaders on the project and project alternatives, including the alternative Preferred Alternative supported by officials at RNO. To schedule this workshop, please contact Steve Teshara at 775-450-5559. Thank you for your attention to the views expressed in this letter and attachment and to the invitation we have offered. Respectfully submitted, Nevada Department of Transportation (NDOT) Spaghetti Bowl Transportation Project Summary of Concerns - Lake Tahoe South Shore Chamber of Commerce Inadequacies in the Public Review Draft Environmental Impact Statement • Traffic volumes between the Airport and I-580 are underestimated. As a result, the DEIS does not accurately describe the significant delays that will result from removal of the direct access ramps to RNO. NDOT's apparent disregard of factual information means there are quantifiable errors in traffic analysis. This resulted in design deficiencies and erroneous conclusions regarding the impact that ramp removal would have on RNO operations.

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	<ul style="list-style-type: none"> Although not currently included within the DEIS, the Federal Aviation Administration (FAA) approved RNO forecast data should be evaluated as this information was not modeled during the development of project alternatives, even though it has been publicly available since May of 2017. DEIS Preferred Alternative 2 would reduce the overall safety and security of RNO. The removal of the Airport's ramps would eliminate alternative ingress and egress options, and, as a result, emergency responders could potentially be blocked by a singular accident or event from efficiently accessing the terminal or related airport facilities. By extension, given that the airport is a key transportation hub and driver of our economy, NDOT's proposed alternative Preferred Alternative would reduce safety and security in the broader region. DEIS Preferred Alternative 2 for the reconfiguration of the Plumb Lane interchange and Airport Access does not meet the Purpose and Need for the Proposed Action and should be modified. We know that in their meetings with NDOT, Reno-Tahoe International Airport (RTAA) officials have consistently stated serious concerns related to removal of RNO's direct access ramps under Alternative 2. We have reviewed the DEIS Review prepared by Analytical Environmental Services for RTAA. This review provides detailed documentation showing that the removal of the direct access ramps would actually result in an increase in travel delay, a reduction in safety, and "de-optimization" of the system connections between I-580 and the Airport. This outcome would be in direct conflict with the Purpose and Need for the Proposed Action defined in the DEIS. The RT AA's Preferred Alternative, which was fully endorsed by the RT AA Board through Resolution 537, would minimize these adverse effects, and should therefore be fully evaluated within the EIS, consistent with the requirements of the National Environmental Policy Act (NEPA). The Lake Tahoe South Shore Chamber of Commerce joins with RT AA officials and numerous other commenters in urging NDOT to address these inadequacies either in the Final EIS or within a Revised DEIS for public review. Tahoe Chamber
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Stephanie Spensky
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Adam Bradley
1/15/2019	Dear Mr. Dale Keller, It has come to my attention that the Nevada Department of Transportation is considering removing the I-580 southbound flyover off-ramp to the Reno-Tahoe International Airport as part of the I-80/I-580 Spaghetti Bowl Interchange. I am writing this correspondence to request

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	that you please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. As staff at the Reno-Tahoe International Airport have noted, forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. In addition, with the increasing population and corresponding economic growth in this region over the next 10-20 years, ensuring an acceptable access to the airport is of critical importance to the residents and businesses of this region. Thank you for your consideration of this request. Tracy Raxter
1/15/2019	Subject: Airport Ramp Removal/Villanova Entrance Removal Mr. Dale Keller, I am writing in regard to the proposed removal of the southbound freeway access to the Reno-Tahoe International Airport. Although I may not have the foreseen proposals of any other projects regarding the changing of the 'Spaghetti Bowl' and other road construction, it seems to be an irrational decision to remove this access ramp that goes directly to the airport with no lights or stops signs or other intersections. I compare it to having a home with two bathrooms and someone proposing to take one away or a conference room that has two exits being reduced to one. It makes no sense whatsoever. If we travel around the Washoe Valley Region, one can obviously see that the population is increasing at a study rate. As we are aware, businesses such as Tesla, Panasonic, and many more are here and more are proposed to arrive meaning more people that will utilize the airport. Obviously before this ramp was put in to go directly to the airport there must have been a study conducted to justify its need and the expense. This makes it more confusing to think that an expense to remove it is now being proposed and I find it hard to believe its purpose is no longer needed with population growth. Please take into careful consideration of the Reno/Sparks citizens that the removal of this ramp would be a detrimental decision. Thank you. Very Respectfully, Gregory Kelly Sparks, NV 505.506.8865
1/15/2019	Hello, I would like to ask to please consider NOT closing the ramp that goes to the airport. It is such a benefit to have the off ramp and it really concerns me as I am a person that likes to travel. It would create such a hassle to people that fly out. Thank you, Mayco Hernandez
1/15/2019	Good afternoon, I would like to express concern in regards to closing the freeway off ramp to head to the airport. Please do not close it, it is a benefit to have in a city that has been growing so much that now has quite a bit of traffic. In closing I his ramp, it would make it significantly more difficult to reach the airport. It is not something a constituent would be looking forward to. Sandra Vasquez

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1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all types of airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you. Kirk Johnson
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Eric Whiteman Brand Branch Manager 775-329-3773 office 775-329-7619 fax
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Jackson Lanham
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Rick A. Lopez Assistant Manager 1063 S Carson St Caron City NV, 89701 tel 775-883-7788 fax 775-883-3575
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Tahoe International Airport in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. Forcing all airport ground traffic into one entrance with numerous starts and stops is a safety and security risk that should not be imposed upon our growing airport. Thank you for your consideration. Sincerely, Shannon & John Dressel
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The

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	airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Emily McClenahan
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. The ease, efficiency, and size of the Reno-Tahoe airport make it one of my favorite airports in the country. Sincerely, Jesse Desens
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Joseph Brandhagen Enterprise Rent A Car Area Rental Manager Group 54 702-371-1022
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Very Respectfully, Christina Rockhill Enterprise Rent-A-Car 546F 4755 Pasture Road Fallon, NV 89406
1/15/2019	Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Krystal Randolph Assistant Manager Fallon/NAS Base/Sparks 2191 W Williams Ave Fallon: 775-428-1990 Sparks: 775-331-6888
1/14/2019	Dear Mr. Keller, I respectfully submit these comments to you regarding the upgrade plans/alternatives for the I-80/I-580 interchange in Reno as they relate to changes to the access ramps to and from the Reno-Tahoe International Airport (RTIA).

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	<p>I have watched the development of our airport since the early '50s when it was known as Hubbard Field before the City of Reno purchased the facility. Its primary access was Gentry Way. The new terminal was completed in 1960 in time for the Winter Olympics in Squaw Valley that year. The primary access was changed to Plumb Lane. In 1977 the state legislature created the Airport Authority of Washoe County. During that period I flew as a corporate pilot out of Cannon International Airport for 15 years prior to its renaming to RTIA in 1994. I-580 and its "fly-over off-and-on-ramps" were constructed in the late '70s to accommodate the growing capacity of our regional airport.</p> <p>It is my understanding that one or more of the alternatives for upgrading the I-80/I-580 interchange could result in removal of the existing "fly-over access ramps" between I-580 and RTIA. These ramps provide unfettered, direct access to I-580 northbound from the airport and to the airport from I-580 southbound. Because RTIA serves as a regional passenger and cargo hub for our growing population and rapidly expanding diversified economy, removal of these access facilities is counter-intuitive and would be counterproductive. In my opinion, the Nevada Department of Transportation should in the alternative Preferred Alternative be considering the threshold for adding fly-over ramps to I-580 in the obverse directions to/from RTIA.</p> <p>I respectfully submit to you that I oppose any consideration for removal of the existing "flyover facilities" to/from RTIA. I fully concur with the Friday, January 11, 2018 op-ed to the Reno Gazette Journal by former Reno mayor Robert A Cashell.</p> <p>Daryl Drake</p>
1/14/2019	<p>Dear Project Manager Keller: Thank you for the opportunity to comment on the proposed modifications to I-580.</p> <p>After reviewing the proposed changes to I-580, I believe I understand the reasons for the proposed changes to the interchange designs. I do not, however, agree with the proposal to remove the on and off ramps from I-580 that provide controlled access to and from the Reno-Tahoe International Airport (RTIA).</p> <p>The ramps were added to I-580 at the request of the Federal Highway Administrator and with the support of United States Senator Howard Cannon during a meeting in Washington, DC. Representatives of the Nevada Department of Transportation Board of Directors, FHWA Nevada Division Engineer, local elected officials from the City of Reno, City of Sparks, Washoe County and Regional Transportation Commission, and staff of the Nevada Department of Transportation agreed that the ramps would be included in the development of I-580.</p> <p>The funding of I-580 from Glendale Avenue to South Virginia Street was predicated on the ramps being included and, in hindsight, the decision to add controlled access ramps to the freeway was well founded and has provided much needed alternative access to the airport. Funding and construction of the I-580 freeway through the City of Reno has been a boon to business development and an essential element of the transportation system. The ramps in and out of the airport have added a significant safety element to I-580.</p> <p>I am opposed to the removal of the northbound on ramp and the southbound off ramp for a variety of reasons.</p> <ul style="list-style-type: none"> • Reno-Tahoe Airport depends on secure and safe access to the facilities that serve the air service needs of northern Nevada and portions of northern California. The southbound ramp provides controlled access to the airport and is an integral part of airport access. While you may need to alter the current structure or geometrics for safety or design

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	<p>purposes, the ramp traffic movement should not be removed. The major casualty accident at the Reno Air Races in 2011 provided a clear signal that controlled access in and out of the airport should be maintained. All major hospital facilities are located north of the airport and access to the freeway is an essential element of the RTA emergency plan for a major casualty event and this onramp should be retained as a life safety consideration. If the distance between the current onramp merge to I-580 and the Mill Street off ramp is an issue you need to find an engineering solution that allows retention of the onramp.</p> <ul style="list-style-type: none"> • I understand other technical data has been provided to you and the staff of the Nevada Department of Transportation by the Reno-Tahoe Airport Authority staff and does not need to be repeated here. I do encourage you to review the data provided as I am led to believe there is a significant difference between what the NDOT and RTAA master plan projections reflect regarding passenger and airport use growth. These differences should be resolved or reconciled before any final decision is made on how to handle northbound ramp access. <p>Thank you for considering these comments. I look forward to your response.</p> <p>Jerry Hall</p>
1/14/2019	<p>Greetings Mr. Keller, Please include the southbound and northbound ramps from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced.</p> <p>I am writing to express my concern over NDOT's apparent deletion of the RNO I-580 flyover ramp in their Spaghetti Bowl renovation planning process. This access ramp, in both directions as it currently exists, is vital to the proper functioning and future health of the airport and community for the following reasons:</p> <ol style="list-style-type: none"> 1. The elimination of this ramp will reduce the direct public access to the airport to just one point, exposing the airport to increased danger in the event of an emergency. In an emergency, the current flyover ramps offer a potential "Plan B" access to the airport premises. Why would NDOT consider reducing access to the airport given the event of an emergency? 2. The growth of the northern Nevada region with more industry and commensurate population growth is increasingly dependent on a regional airport that is amply accessible. If you look at the growing passenger numbers lately (available on the airport website) you can see that ample access to the airport is an important conduit for the healthy future growth of the region. RNO's Master Plan, which includes increasing the number of boarding gates by about one-third, recognizes this reality! The planned elimination of the flyover ramp takes the airports functioning and community access backwards! 3. If the flyover ramp is eliminated, the added congestion to surface streets with increased "stop-and-go" traffic is a detriment to our air quality, and increases the chances of accidents... and is precisely why the flyover ramps exist...to keep traffic flowing in an efficient and safe manner... (think of the hotel/casino resort shuttles, and their ability to conveniently and efficiently transport our regions' visitors to and from the airport via the flyover ramps). 4. With the airport's close proximity to the I-580 Freeway, it simply makes sense that you would maintain easy, direct, unimpeded access between two of the region's most important transportation assets! Please take these items into consideration and include the RNO flyover ramps in the Spaghetti Bowl renovation plans!

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	<p>Sincerely, Lawrence Fry 4593 Carisbrook Lane Reno, NV 89502</p>
1/14/19	<p>Dear Mr. Keller, On behalf of International Game Technology PLC (IGT), I write to express support for including the southbound ramp from I-580 into Reno-Tahoe International Airport (RNO) in the federal environmental impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative.</p> <p>IGT has a long relationship as a good corporate citizen in the Reno area, with our international manufacturing campus located on Prototype Drive to our important partnership with RNO as a long-time tenant. IGT is proud to continue to be a fixture in this community today and for many years to come, both as a major employer to the region and the economic impact our company has. Our employees and clients travel through RNO from around the world and enjoy the fast and efficient access. Removing the southbound ramp and congesting traffic into one entrance is not a good plan for our IGT RNO employees and those who travel on behalf of our company.</p> <p>Restricting points of entry and exit from this vital part of our region is unsafe. RNO estimates passenger numbers will grow by 64 percent by 2035. Limiting access and delaying arrivals and departures for all facets of airport business is short-sighted. Part of the visitor experience at RNO, one that brings \$3.1 billion to the local economy each year, is ease of access and safety for all. The current plan will create frustration among those unfamiliar with the nearby road network and bottleneck the myriad cargo trucks, passenger vehicles, busses, shuttles, taxis, rideshares and our IGT RNO employees who use the airport every day. The Reno community needed the southbound ramp when it was built in 1990, and Reno still needs it today and will certainly need it 20 years from now as the region continues to grow.</p> <p>Please include the southbound ramp from I-580 into RNO in the environmental impact statement for the Spaghetti Bowl.</p> <p>Thank you for your consideration.</p> <p>Rena o Ascoli Chief Executive Officer of North America IGT</p>
1/14/19	<p>Dear Mr. Keller, Our local constituency made up of hotels, resorts, casinos, the visitors bureau and other partner tourism businesses actively promotes and supports our region's economic development, in part, by inviting destination travelers to our region from a variety of major international and domestic destinations. The key access point for our destination travelers is the Reno-Tahoe International Airport. And, that represents the purpose of this letter. We stand opposed to the Nevada Department of Transportation (NDOT) plan to remove the southbound access ramp from I-580.</p> <p>Eliminating the southbound freeway access ramp, as well as the Villanova exit, will force all airport traffic into one highly congested intersection at Plumb Lane. Creating frustration for the tourism and business travelers we have worked so hard to attract is in direct opposition to our broader business objectives.</p> <p>NDOT's plan will blend vehicles that don't mix. Large semis, buses, and other heavy equipment vehicles will jockey with taxis/Uber, limos and</p>

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	<p>passenger cars in an already busy intersection and near a high school. Potential accidents and general roadway safety become a key concern. Any accidents at a vital traffic and access point could further disrupt traveler's flight schedules on any given day. At a time where we are experiencing record regional growth, we should not consider a plan that reduces access in and out of the airport (and that already brings \$3.1 billion per year in economic impact to the region). When the ramps were built in 1990, we had fewer passengers and businesses in the region. Today, the airport has 4 million passengers per year and 4,000 employees. If we needed the ramp in 1990, it would stand to reason we need it even more today. A \$2 billion road project should make it easier, not harder, for tourism and business travelers to come and go. We're particularly concerned the arriving travelers heading south for Carson Valley run a greater risk of becoming exacerbated by delays and before their visit even gets underway.</p> <p>On behalf of the Carson Valley tourism community, we urge you to please carefully reconsider the plan. Include the I-580 southbound entrance ramp, accessing Reno and beyond, in the federal environmental impact statement for the Spaghetti Bowl and as part of the preferred alternative. In an age of outstanding feats of engineering, we believe there are answers to serve both the needs of the existing plan and the concerns expressed here. Thank you for your consideration.</p> <p>Respectfully submitted Jan Vandermade Executive Director Carson Valley Visitors Authority</p>
1/16/2019	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Debbie Gallagher</p>
1/16/2019	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Brenda Tyler</p>
1/19/2019	<p>Dear Mr. Keller, Please include the southbound ramp from I-580 into the Reno-Tahoe International Airport in the federal environment impact statement for the Spaghetti Bowl Interchange as part of the preferred alternative. The airport is a vital asset to our growing region and its freeway access should be enhanced, not reduced. Sincerely, Kayla Anderson</p>
Undated	<p>I've lived in the Truckee Meadows since 1977, enjoying flights in and out of the Reno airport too numerous to count. I feel the plan to remove the direct freeway access into the airport is so ridiculous it would be laughable, but willingly leave all Truckee Meadows residents and guests crying. Next you'll want to remove the gangways from the terminal to</p>

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	<p>the planes so everyone can navigate stairs up and down, to and from, in and out in all kinds of weather, like it was way back when. Don't mess with something that works. Leave the freeway ramp. Freya Berry</p>

Topic: Right-of-Way

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12/12/2018	Hi. I live near the intersection of North McCarran and Clear Acre. And I'm looking at the proposition to layout of. Is the entire residential area along Selmi, between Sutro and North McCarran, going to be affected? What does the green highlighted street names on the proposed layout mean exactly? Thank you. Charity M Jay
12/12/2018	Thank you very much. That would be greatly appreciated. I may have been given misinformation. But clarification on this matter would be helpful for my circumstance, as I have been informed that I am to move from my residence. And it is disconcerting, since it is so sudden. And I would just like to know whether or not I need to move for certain; and if so, how much time do I actually have? Or is it the case that I need not worry at all? Thanks. You can contact me through Facebook or email. Christy Champagne
12/12/2018	My name is Fred Bartlett. We live in a neighborhood that's going to be impacted. You're going to offer us fair market value. You know, we know it's coming. And we've looked on the market. And if we sell our house for like market value, where we have, you know, to move to a new home, that offset's going to be quite a bit different. How is that fair market worth compared to new homes? You know, the used home market is not very well here. Okay. It sort of looks like you're going to pretty much go with Alternative 2. Probably that's going to affect our neighborhood. Fred Bartlett
12/12/2018	My name's Ashley Lee. Sorry. I'm so short (microphone). I live off of Quincy Street off of 6th. And I was wondering. There's no real way for me to tell off of the map like if our home will be impacted. Is there any like website that we can look at to see what the impacts you would have to each alternative? Ashley Lee
12/12/2018	Okay. You got the name and the address. And the concern is I am not -- I don't own the land, but I do own the property. Any of the options will affect me. I agree with the expansion of the freeway, because there's a lot of congestion right now. But because I don't own the land, I don't see that I will benefit from any, any of this. Any of the options that I would get, if any, for me to move out of the property will not be suitable for me, because I have family, and it would be very costly for me to move my family from my property. Again, that would not be an -- I don't understand how it would be of any benefit for me. The only benefit would be the traffic, think that it would be a better solution, a place to live in, I would imagine, in California. And I can see the benefit of the expansion of the freeway. That would be it. It will be affected, because under Alternative 1, I would be relocated somewhere else. Alternative 2 and 3 would not benefit me. Because the new wall will be very close to my house. Victor Vazquez
12/12/2018	My name is Monte Craig. I've been here a long time. But my question is -- you guys are obviously doing a great job on this. And we've been to the other meetings, too. And the timeline is, it's staggering. But, I guess, as we look out, we can understand why it takes

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	so darn long to get this stuff done. But my biggest concern is you guys are doing -- we're talking about flow-through on traffic, right? In other words, 50 miles an hour plus, three lanes, uninterrupted, was the purpose of the freeway, right, if I understood that correctly? My question is that we're 20 years down the road. And, I think, everybody here would agree that this problem is way past being fixed. We're already in the middle of the battle here. So 20 years from now, is there a net gain? I mean what are we currently going through with two lanes right now? So we're driving 50 miles an hour, in theory, two lanes wide on each side, right? Yeah, it was my concern, because we're going to have to go through this whole dance and disrupt everybody. I'm just saying, you know, can we do four lanes wide on each side; would that be smart? Or, you know, like the airport guy just said, that they're expecting a 64 percent increase. That's huge. You know, I mean that's beyond where we're even looking at this point. So I mean that's what my main concern is, if we're going to do all this and go through all the motion, do we spend \$3.4 billion and do it that way, versus our children dealing with this in another 20 years? Monte Craig
12/12/2018	Hi. I live at 253 Leisure Lane off of Gentry Way. I was wondering why the tenants on Leisure have been given notice to relocate from our current residency here on Leisure within a year's time, when you're phasing schedule states that Phase 4 won't be finished until approximately 15 more years. Christy Champagne
12/12/2018	I am Tim Riley with Coral Academy of Science, 1350 East 9th Street. I wanted to thank the Jacobs team first for very accurately capturing our concerns on the project. Our back half of our middle school at 1350 East 9th Street will, under Alternatives 1 and 2, be wiped out, which is about 60 percent of our student population for that building. The main thing you did capture is the fact that it's not just that campus that would be wiped out, but it would impact our entire program, because we're a college prep K through 12. And, you know, the middle school is kind of a central in the heart of the whole thing. So we look forward to the mitigation process and hope that that process will go just as smooth, and also look forward to getting support from the community as we look to relocate that campus. Because if Alternative 1 or 2 is chosen, it will wipe out that campus. I did have a question for you, sir, on the timing of the next step in the decision-making process. When does that occur, how, and by whom? Thank you. Tim Riley
12/12/2018	Leslie Colbrese, Community Services Agency. Dale, I notice that you didn't put Community Services Agency up there as an impact. So I'm hoping that we are no longer impacted. Community Services Agency, we're on 8th Street. I notice that you did not have us impacted. Leslie Colbrese
12/12/2018	Mr. Keller, Nevada Department of Transportation and Reno/Sparks community: Coral Academy of Science is one of the most successful charter schools in Nevada. We were one of the first charters in northern Nevada, starting in

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	the year 2000 with 56 students. After 18 years we currently have about 1400 students at three campuses. We are consistently rated with four and 5 stars and our high school is ranked #1 in northern Nevada by US News and World Report. We have passed accreditation and charter renewal multiple times. 1350 Ninth Street is our Middle School campus. We own the front building and lease the rear buildings from West Hills Hospital. In spite of the fact that alternatives 1 and 2 greatly impact the operation of our program, Coral Academy of Science does not oppose this project. We do want to be clear that we are requesting help from NDOT as well as the community to mitigate the impact caused by this project. Both alternatives take away the south building and the portables that house over 60% of our students. These two versions possible remove the west entrance from Sutro St which will likely cause much grief to Reno Fire Department as well as our parents. The bottom line is that alternatives 1 and 2 create a situation where it is financially impossible to continue our program at this location. Additionally, just having public discussion about the possibility of the Spaghetti Bowl Interchange impacting our program has caused Coral to lose the opportunity to refinance our existing facilities using a tax-free bond. This was to have been completed this August, but potential investors backed out due to the uncertainty of the future. Since the Ninth Street campus is our middle school facility in our K-12 College Preparatory Program, shutting down our school at 1350 Ninth Street would require the relocation of our middle school. Any efforts on the part of NDOT and the community to help us with this major undertaking would be greatly appreciated. Respectfully submitted, Feyzi Tandogan, Director
12/12/2018	I would appreciate if those impacted would be contacted as soon as possible to ensure a smooth and timely relocation process. I would further appreciate a specific timeline for relocation. Leslie Colbrese
12/12/2018	Do you have a list of houses/residences/businesses that would be displaced under each alternative? We want to check and see which alt(s) hit our house at 1348 Butler St. How is this being funded? If our house is in the way of the Alt chosen, and we are displaced, when will we be contacted? What is the process for mitigating for displacements? Whose appraiser do you use? Do you get 3 quotes? Also, I've requested to be on your mailing list 3x now. You haven't added my contact info and I feel I have gone out of my way to ask to be on your mailing list by attending each public meeting, sending emails, and filling out the online form on your website. Please contact me and let me know that I am on the mailing list. How are you going to resolve this? Kathy Cadigan
12/12/2018	I am not the land owner, but the owner of the "mobile Home" home. Any of the three options affects me because my property is near the existent wall. 1. My concern is that the space will reduce between the property and any other decision taken. 2. I rent the space and what I understand is that the owner will be the one compensated and not me. 3. If they ask me to relocate or move my mobile home is too expensive to relocate and my property is damage.

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	4. Noise, air contamination or any other accident between my mobile home and the new construction. Victor Vazquez 249 Leisure Ln. Reno NV. 89502 (775) 409-6950 Vctr.evzgz@gmail.com
12/12/2018	Well, my question is, what will happen with me if the construction starts, and the noise, dust, and privacy of my things family, would everything be compensated What happens if I work at night? Or with all the noise? My children would not be going outside safety. The risk of been kick out by the Landlord (land owner) after been compensated, and my trailer can't be move due to cost, security. All of this would be easier if we would think of us families who live in manufactured houses. Luis Guerrero 250 Leisure Ln. Reno NV. 89502 (775) 342-5210 Luisgreensteam1986@gmail.com
12/12/2018	In my case I would like to know if not been owner of the land but the trailer, I don't see the difference in a house or a trailer, if the costs are the same because this is your home and I am worry that the benefits will be the land owner. Even if I'm the only one affected, I would like to know about any compensation or anything else I could receive for property damage. Zully Moreno Rios 1030 Gentry Way #4 Reno NV. 89502 (775) 830-9049 Riosp74@hotmail.com
12/12/2018	In my case my worry is that I live in a trailer that is mine I'm the owner but not the land. In this case any arraignment or renovation on the freeway would damage my property without option of moving my trailer in any way either way I am worry and would like to know of any compensation or financial help for my space, my home my belongings. Juan Antonio Navarro 1030 Gentry Way # 9 Reno NV. 89502 (775) 391-7393
12/12/2018	I live in a trailer, if other people will be compensated for the homes why not me if I live in the same place? If I would have to move would they paid me for the expenses? And if work only at night I will be very uncomfortable for my family and me and we would not be comfortable because it will affect us very much. Diego Gonzalez 250 Leisure LN. Reno NV. 89502 (775) 409-0686
12/12/2018	I would like to have the project explain to me very well and if it would affect my house, I am the house owner and worry about what could happen to my property. Jennifer Mendoza 1342 Butler St.

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	Reno NV. 89512 (775) 737-6000
12/12/2018	Alternative (3) will affect me Number (2) No. Luciano Rodriguez 2440 Trident Way Reno NV. 89512 (775) 359-4544? or 4584?
12/12/2018	I am interested to know if we are moving from the area where I live. Gonzalo Padilla 284 Leisure Ln. Reno NV. 89502 Daytime #: (775) 419-8188 Nighttime #: (775) 509 1005 guadalupechavezgarcia@gmail.com
12/12/2018	Information about my area on 252 Leisure Lane. Reno NV. 889502 Mobile Park Mabel Sarmiento L 252 Leisure Ln. Reno NV. 89502 Daytime #: (775) 232-4728 Nighttime #: (775) 219-2845 Memito_Rival@hotmail.com
12/12/2018	Information about my area on 252 Leisure Lane. Reno NV. 889502 Mobile Park I don't understand the map very well I would like to know if it would affect me my home I live in a trailer. Thanks Maria Guerrero 235 Leisure Ln. Reno NV. 89502 Daytime #: (775) 772-5813 Nighttime #: (775) 501-2046 guerreroMaria@yahoo.com and JesusVenegas279@yahoo.com
12/12/2018	in my case I would like to know what if my house is demolished if I relocate not having any debt because the property where I live is already paid for and I wouldn't like to start another debt and the location where I live is very central to the city, everything I need is nearby, never would find another place the same, my family would suffer the change. Angel Ocampo 1312 Butler St. Reno NV. 89512 Daytime #: (775) 393-0404 Nighttime #: (775) 393-0404 ocampoangel23@yahoo.com
12/12/2018	Will I be affected? Gary Helzer 1645 Trainer Way Reno, NV 89512 garyhelzer775@outlook.com
12/12/2018	-- Tereso Vazquez 1775 Trainer Way Reno, NV 89512
12/12/2018	Will I be affected? Silvestre Mellin Arroyo 240 Leisure Ln. Reno, NV 89502

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1/9/2019	Dear Ms. Quick, The recent 4th Street project has just wrapped up so we are acutely aware of the impact major construction can have on our business. While this project was underway we saw a 30% decrease in material sales picked up from our location. The projected Spaghetti Bowl Interchange will take years to complete and the limited access to our business, closed exits, and detours will result in a similar loss of revenue but on a much larger scale. Freeway access was a major deciding factor when we purchased the property. We're concerned about the viability of our business during and after the project. Attempting to sell the business and property at this time has been compromised by the "plan". And as land values go up we are concerned about replacing this property with another with equal presence in the community. Western Turf and Hardscapes
1/14/2019	To all concerned, Paramount Auto Body was a previously established company that was purchased by Phil and Sharon Waldren nearly 40 years ago in this neighborhood. In 1994 we purchased "premium" property at 2570 Tacchino St. in Reno, NV which serves as our current location. We were told that the property was described as premium because of the freeway frontage. NDOT claims that 260,000 vehicles use I-80, 395, and/or "the Spaghetti Bowl" daily. Special use permits had to be obtained and it was no small feat to get into this building. At the time of relocating to Tacchino, sales revenues for Paramount Auto Body were just over a million dollars a year. By moving to a "premium" location with freeway exposure, we have enjoyed tremendous growth and realized a peak thus far of 5.2 million dollars in gross yearly sales. Paramount Auto Body began as an auto body repair facility. We have diversified over the years to be RV collision repair, RV service, RV Sales and Rentals, RV Parts Sales, and yes, we still do Auto Body. In 2005, Paramount purchased additional "premium" frontage at 2490 Tacchino St. This is where our RV parts store is currently located. Much of the success of the diversification in the RV side of the business is due to the freeway frontage and exposure positioning us centrally to most of the RV Parks and dealers in the Reno/Sparks area. Paramount has roughly 7 revenue streams operating out of the 2 locations on Tacchino St. During the construction on 4th St, certain revenues were down in excess of 27 percent for the same period during previous years. We hope that you can understand why we are a bit leery of having to go through the same experience or anything similar for approximately 17 years during the Spaghetti Bowl construction. The same impact from the "spaghetti Bowl" overall could potentially impact our gross sales numbers in excess of 1.4 million dollars yearly. RV owners tend to be older and refuse to take alternate routes due to their size and the confusion of the detours. We currently have signage on the north and east facing sides of the building to advertise the business. Part of our advertisement is that we're centrally located with easy access right off of the freeway. Without easy access or being out of the way, tow truck drivers will recommend other repair facilities with easier access. We have enjoyed and counted on referrals like this over the years and have concerns that these benefits could be compromised and devalued. We also have 30 employees to consider. Distance to work is important to highly skilled workers. This could have a negative impact resulting in increased labor costs. This is where our initial concerns come in. Where could we be relocated to where we could continue to enjoy a traffic count in excess of 260,000

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	<p>vehicles daily and be centrally located? How do we recreate and pay for over 60 years of name recognition and effective advertising? What will be the cost to our employees, vendors, and us when we relocate? Further concerns include the temporary or actual closing of exits during the proposed transition time. Closing the 4th exit off of I-80 East is a major inconvenience that will have a detrimental impact on Paramount RV business. Add to this issue your plans to close Wells Ave at I-80 West as well as 2nd St off of 395 South and how is there supposed to be access to 4th St and Tacchino? This will virtually shut down our RV customers from having access to our facility. In addition to RV customers, we had well established elderly customers that voiced their frustrations and/or terminated their relationship with Paramount during the 4th St construction.</p> <p>We have been told by franchisees of companies that track sales trends during road construction that if there is any difficulty in entering or crossing a construction zone to enter a business, the people avoid the area and find alternative source for the products needed.</p> <p>Every phase has the potential to cause distractions and hardships due to construction equipment, materials, dirt, and debris. Last week a flying object broke a window out of a coach and construction hasn't even started yet.</p> <p>I have saved probably our biggest concern to close with. If we sit idly by thinking that all of this will just "be fine", where will we end up in 10,12,15 years? I don't see much "premium" property similar to ours with ease of access and a traffic count (that could cost us millions) where we would have the opportunity to relocate to. We would like some understanding of how Paramount Auto Body Inc. is going to be protected during this process and not end up shrinking back devoured by the process.</p> <p>Please understand that there are still many questions that we have to be asked. This letter is to address our initial concerns regarding the potential of us not being totally informed and understanding the process.</p> <p>Regards, Tim Waldren</p>
1/14/2019	<p>To Whom it May Concern,</p> <p>Howards Chevron, Inc. has been serving the local community for over 40 years. The original owners of Howards Chevron established their business in this neighborhood in the early 1970's. (2799 E 4th St.) At that time, the station was on the outskirts of Reno on your way to Sparks. The original highway 40, that ran through town, brought both locals and people passing through. As the towns grew together it became a location that was in a prime spot. It is now smack dab in the middle of "town". As the community grew so did Howards Chevron. NDOT claims that 250,000+ cars drive by on the I-80/I-580 Spaghetti Bowl every day; This is one of our life lines for business. Located right off the freeway Howards Chevron has easy access off and on to get right back to where you are going, this has always been the talk among our customers.</p> <p>In 2016 Howards Chevron changed ownership, it is still locally owned and operated, the new owners have been customers of the station for generations. So the Locally owned feel is still alive and well.</p> <p>Howards Chevron is a full service station. We are a 2G certified repair shop as well as a fuel station. Recently we added new pumps, and with that, diesel is now available as well. We also added LED lighting and a new price sign. These upgrades were not a cheap undertaking. As the new owner, the money spent to make this generational service station better then yesterday was done with the thought that we will be here for many generations to come. After surviving the 4th St. Project, we were in the clear, so we thought. Now we have to take on another project that</p>

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	<p>will hurt our business again or even take us out all together. We were lucky to make it through the 4th St. Project. It was not as peachy as they told us it would be. As a business that was a 1.5 million dollar in gross annual sales, we saw a decrease to 1.2 million dollar gross annual sales. That's a 20% decrease in sales.</p> <p>Here are our initial concerns:</p> <ol style="list-style-type: none"> 1. This project eliminates our Prime location in the #2 ALTERNATIVE, and will drastically change the traffic flow in the other two. Which ALTERNATIVE, & When, will it be chosen? 2. If ALTERNATIVE 1 or 3, Which keeps our location intact, is chosen how will RTC determine the compensation for loss of business during construction. If ALTERNATIVE 3 is chosen the off ramp is eliminated all together. This will also need to be looked at as our business will be affected in almost as negatively as the location being eliminated. Based on how the 4th Street Project went, the amount of money proposed to us was \$2250.00, this is not even a fraction of the amount of business we lost. When you pencil this out this is 0.75% of the estimated loss. We are lucky to have survived during the 4th Street Project, which was a much smaller than the Spaghetti Bowl Interchange. 3. One of the three project proposals eliminates our location. ALTERNATIVE #2 is the preferred ALTERNATIVE. If ALTERNATIVE #2 is chosen what will the environmental impact be due to the fact we are a gas station? How are you going to determine where/how you move all our fuel and its tanks/dispensers? 4. When will the business be evaluated to determine the value for compensation proposals? How can you determine the loss of business during construction during the evaluation? At what percent will the compensation be of the overall business value? 100%, 150%, 200%, 300%? 5. Our Employees come from all parts of town (Cold Springs, Washoe Valley, Verdi, East Sparks, Spanish Springs) We are centrally located now. If we move how will my Employees be affected? 6. How will the 40+ year customer base be affected? If we are moved? We are not just a Fuel Station, We have mechanics that have a customer base of Trust and Understanding. If we endure another construction nightmare customers will be forced to find a new mechanic. 7. The I-80 corridor has many vehicles on it every day, some are local and some are people driving through. As Gas Station a large percentage (Estimated 60% of Fuel Sales) of business is generated from people driving through town on I-580 & I-80. How can a location like ours be duplicated if we are relocated? 8. The Spaghetti Bowl Interchange has 5 Phases, How is the order of each phase of the project determined? The amount of businesses affected in Phase 5 should be addressed well before the first phase is started. These are just the first of many concerns we have, as we move forward it will become more apparent that there are many more that haven't been thought of. <p>Best Regards, Chris Fields, Howards Chevron, Inc. 2799 E. 4th St. Reno NV 89512</p>

Topic: Design

Date Received	Comment
12/12/2018	Good evening. T.F. Nelson, P.O. Box 2472, Sparks. The question I have about earthquake-proof, how good is the new system going to be? The only comment I have is consider seriously a light rail. Study Sacramento and Salt Lake City. This will alleviate a lot of traffic problems 20, 40 years down the line and may save you some money as well, a lot of it. T. F. Nelson
12/12/2018	You need to get rid of the Wells, Oddie, 2nd St. and B/4th St. interchanges. For Oddie, extend Clear Acre to Oddie as frontage road. For Wells, redirect traffic to 6th and extended Clear Acre. For 2 nd , construct frontage road to Mill in vacant land adjacent to west side of I-580. For 4 th /B, redirect to Mill. NO TRAFFIC LIGHTS -- use full speed roundabouts. Art O'Connor
12/12/2018	Although I do not have a problem with the new design, it misses the biggest problem. Northbound I-580 to westbound I-80 is the biggest problem. This should be a high speed three lane big overpass where vehicles can maintain highway speed. Also northbound I-580 to eastbound I-80 should be 3 high speed lanes. Bjorkman Construction Inc. 3112 Skye Terrace Sparks, NV 89431 775-750-6910 bjorkmanconst@sbcglobal.net
12/12/2018	Hi Dale, I just wanted to express my concerns and suggestions for much needed multiple improvements of that entire infrastructure. I purposely avoid getting on the freeway for the 5 or so miles needed to travel from N McCarran to Neil Rd, as I take side streets to avoid the daily slowdown/accidents that occur there. I have lived here since '91 coming originally from L.A. Yes, I got to experience Pyramid Hwy when it was only 2 lanes and NO traffic lights and it was great! But, times have certainly changed. I then worked in gaming for many years, after graduating from UNR in '95. I traveled all over the U.S. during that time and was able to experience driving in many other states from coast to coast. I can honestly say Reno is the ONLY place I have ever seen on and off ramps in the SAME lane! Case in point, particularly both the Mill St and Glendale on/off ramps-these are just accidents waiting to happen. Why can't at least ONE of these be removed like the old Neil Rd exit was? Also, of concern are the merge lanes going south before I-80 and ESPECIALLY the one that ends going north on I-580 to east I-80... I've had people race up the side fully knowing the lane ends-very poorly designed, and again I try to avoid at all cost. From what I've heard, the original Spaghetti Bowl design/built in the late 60's was already outdated when it was put to use. That being said, why can't future planning look at engineered examples that work well. I travel to Salt Lake City a lot and the long elevated on/off ramps work extremely well, as they do in L.A. Yes, I know they're expensive, especially considering having to tear down/move buildings, etc. If it were me in charge, I would have eliminated Glendale long ago and had elevated merge onto/off I-580 to I-80. Lastly, I have one huge complaint on the newly finished I-580 south to Hwy 50/Tahoe. A traffic light that holds forever at the end of the freeway-Really? Was it that costly to build a bridge onto 50, avoiding the

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	intersection/light? My best guess, is Carson City influenced the light as a marketing thing, to force drivers into maybe stopping for gas, food, shopping? Thank you for taking the time to read all this if you did, and allowing public input. Thanks & Regards, Keith Namestka
12/12/2018	Thanks for working on this project, it's long overdue. My biggest concern is I-80 E/B to I-580 S/B. This area seems to have limited sight visibility that leads to a ridiculous amount of rear-end accidents. That section of road has more skid marks than the end of a runway because of the poor/dated design. The Wells on ramp also contributed to the congestion. Another issue (not just that off ramp, but all of the on ramps except for N/B I-580 to W/B I-80) is the on ramps narrow to one lane causing traffic to backup as they merge down and onto the next freeway. No pressure, but we are all counting on you guys and gals to get this right. Good luck. Scott Shaw
12/12/2018	Suggestions on Improving Spaghetti Bowl: Reduce amount of northbound I-580 lanes and increase amount of southbound I-580 lanes around GSR area. Close Wells Ave westbound I-80 on-ramp during peak traffic times Close Glendale on-ramp and off-ramp on southbound I-580 during peak traffic times. Remove the two lane merge on the I-80W to I-580S onramp and only have a single lane feed I-580S; this removes the last minute merge Michael Baumbach Milne Towing Services 1700 Marietta Way Sparks, NV 89431 Office: 775.359.0106 Fax: 775.359.0155 www.milnetowing.com
12/12/2018	I'm a Native Nevadan. All the freeways need to be widened, more lanes. I have never seen a freeway system where people get on & off in the same lane. Only here in Reno Nv. I'm horrified at the traffic on the freeways & the bottle neck on 395 northbound after Spaghetti Bowl. Yes, please add another lane or two in all directions of the Spaghetti Bowl. However it really won't be safe unless more lanes are added all the way to Cold Springs. Thanks Erica Fretz 625 N Maddux Dr Reno, Nv 89512 775-527-5111
12/12/2018	Hi Mr. Keller: KTVN put your email link on their website. Sorry! Anyway, To improve I-80 and reduce pressure at the 395/80 interchange, build a parallel four lane overpass over the railroad ROW. Let's say from the Robb or McCarran west area down to USA parkway, with on/off ramps at the downtown casinos, Wells, 395, GSR, McCarran area freight district in Sparks, Southeast Connector, and USA Parkway. A parallel highway would solve the problem of the narrowness of I-80 at the Nugget, the traffic volumes merging at current I-80 and 395 interchange, the merge hazards of the Wells exit etc. It would probably be an engineering effort on the scale of I-15 and 95 redesign in Las Vegas. Call it Business I-80B. Mostly designed for east/west freight movement,

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	CA tourists, and residents working at USA Parkway. Railroad ROW seems wide enough for 4 lanes except for a few parcels in the downtown. Close Wells exit at I-80, Wells neighborhood would use the new I-80B. 2. Consider closing Oddie exits on 395. Too much of a safety hazard given mix flow/mix speed traffic and closeness to other freeway exits. 3. If there's lots of money hanging around, build a north 395 bypass, somewhere through Spanish Springs that winds down to USA Parkway. Hope everything works out. Paul Page
12/12/2018	Mr. Keller, For as long as I can remember I have thought the I-80 eastbound to the I-580 north and southbound ramp should be "Separated" by an "A" southbound and "B" northbound exits. With the southernmost lane that currently exists that merges back to the northern lanes becoming part of the exit for the northbound I-580 lane. As for the southbound I-580 exit the new for two lanes extending onto the southbound I-580 and "not" merging into one another just prior to the I-580 yield would cause much less confusion. The ignorance of the California lights on the freeway should NOT be any part of the thought process. Sincerely, Mrs. Kimberly A. Foster
12/12/2018	If you're coming eastbound on Interstate 80 and heading towards the exit on the right to get onto Interstate 580, I have really noticed that that exit really tends to get backed up a lot. That's because on the exit it actually splits, and you can either go to the left to go towards Susanville or stay to the right and head towards Carson. But if you go to the right, the main reason why it really backs up is because two lanes actually merge into one. It's really too bad it couldn't be two lanes the whole way onto I-580 south. That would really help out a lot. Andrew Silva
12/12/2018	I have only read a few articles on this project, not enough information to give an opinion. But I have a concern with the thousands of homes going up in North Valleys how is the freeway going to handle all that traffic at rush hour? MJ Sanfilippo
12/12/2018	Hi. My name's Ken Stark. I own Stark & Associates Commercial Real Estate. And a couple questions. Obviously, a lot of work was put into it. It looks like Alternative 1 looks like a longer-range plan, and moves traffic faster, less accidents, and so forth, twice as much, you know, from the cost standpoint. Is that why you didn't choose option Alternative 1, is cost? If all the costs were the same, you would have still chose Alternative 2? Okay. That's it. The second one, the second question I have is you've got a lot of folks that are going to be displaced, some of them in the next couple years, some, you know, quite a ways out. How do they, how do you anticipate, you know, for them to plan? I mean, right now, you know, we've got a lot of people that would like to make improvements, but they can't, or they -- or should they or shouldn't they? I mean that's in, you know, a new facility. Ken Stark
12/13/2018	Go with Alt. 2. However, do a long-term study on adding LIGHT RAIL to the system. This will take thousands of local autos off the road(s). (Study Sacramento and Salt Lake City systems.) Light rail: East to west: Vista Blvd. (Sparks) to Mae Anne (Reno) via I-80

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	North to south: Lemmon Valley to Carson City via Hwy 395/I-580 T. F. Nelson
12/14/2018	Mr. Keller, Thank You for the presentation on 12/12. My only comment from the Sparks Fire perspective is from Alt. 2, the sooner we can get on eastbound I-80 the better for emergency response. If I am looking at the map correctly, the Kietzke on-ramp will not put us on the freeway until @ 21st street. Which means an eastbound emergency response will have to come Reno. A 4th street entrance would still be optimal. Thank You, Jim Reid Division Chief of Operations Sparks Fire Department 1605 Victorian Ave Sparks, NV 89431 jreid@cityofsparks.us Office: (775) 353-2265 Cell: (775) 291-8616 Fax: (775) 353-1629
12/26/2018	In my experience commuting through the Spaghetti Bowl daily for a decade, the core problem is not total vehicle capacity, but the turbulence and speed changes caused by abrupt merges around the interchange during high traffic times. In particular the Wells entrance on eastbound 80, the E 2nd St exit on southbound 395, followed by the immediate merge of the southbound entrance, Mill Exit and loss of one travel lane for a single exit causes not only unnecessary backups, but quite a lot of accidents, which of course consume public service response time and money, and cause the most congestion of all. My preferred solution would be to simply eliminate the Wells Ave, East 2nd St, East 4th St and Oddie Ave entrance exits and observe how traffic improves before proceeding with a full redesign. There is really no reason we need entrances and exits to the freeway system within a half mile of a major interchange. Major arterial streets are perfectly sufficient to convey city traffic to and from entrances and exits appropriately spaced from the interchange. If simply removing those entrances and exits is not a possibility, of the three alternatives proposed, I find Alternative 3 the most responsible action. It moves the entrance/exits farther from the interchange and minimizes the destruction and reconstruction of existing travel lanes and destruction of functional city space relative to options 1 and 2. In my personal opinion, Reno is not experiencing a crisis of inadequate freeway lane space, but excess congestion, merging, traffic turbulence and accidents caused by poor entrance and interchange spacing. Of the 3 proposed alternatives, Alternative 3 comes closest to addressing that directly without taking useful city space and dedicating it to added inaccessible interchange landscaping to accommodate increased turn radii for marginally increased travel speeds at times with low traffic loads. Thank you, Dan Lazzareschi 3874 Zoe Lane, Reno
1/5/2019	To Project Manager Dale Keller Thanks for the opportunity to review and comment - Alternatives 1,2,3, Preferred Plan, and Express projects still rely upon excessive weaving and dangerous local maneuvers. I think you're still trying to make too many people happy by maintaining

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	local access "as-is". What do I mean? You're still trying to maintain access to Mill, 2 nd , Wells, Oddie, 4th etc. that quite frankly have no business being so closely integrated to an intersection between 2 major interstate highways. I would ask you to really step back and look at this as not so much local, but how intersecting 395/580/80 works best to move interstate traffic N=E=W=S. Even with longer "weaves" - you still have weaves. Let me clarify - I think you need to spend more energy really thinking how to move traffic from south reno to west reno, and Sparks to north valleys. For example - look at westbound I-80 in Sacramento, business I-80/through I-80 diverge and re-merge in west Sacramento - here, lanes are clearly identified and there is very little local street exits/onramps... THRU traffic is the priority. Consider all the vehicles on this segment of I-80 - I hardly ever see an accident. because I believe CALTRANS makes THRU traffic safety more of a priority than local access ease. Again, growing up in the east bay - it's common to access Hwy 24 or 680 by having to travel far distances on local roads to get to a freeway on ramp. It's not perfect, but asking people to travel on local frontage roads to a safe intersection is OK - it's not popular, but I should be OK. I recognize that you considered this concept for Oddie and Wells - I'm saying this is good, but you should expand this thinking more broadly. Weaving is the issue for safety - not more lanes. You can widen to 6 or 7 lanes, but with weaving you still are prone to accidents. Just look at trying to navigate today from second street to I-580N to I-80W. Yes, there's 6 or 7 lanes but with all the maneuvering (by all vehicles) - it just creates chaos. An important item is local access. It makes no sense to just look at NDOT. For example - today, as you exit I-80E at Wells. Traffic going south on Wells exits right to stop light. As people turn south there's another light at 6 th . I would suggest any plan you develop - please expand your local influence. Same can be stated about I-80E or I-80W at Virginia - we should have traffic flow more smoothly on Center/Virginia/Sierra. A goal should be to get traffic away (far away from the freeways before traffic hits a local light (this creates more vehicle storage safely away from fast paced interstate travel). Specifically - the express project still has westbound onramp at Wells still weaving southbound I-80/580 traffic. It's not going to improve. Although you can have 2 dedicated lanes I-80E to I-580S... that's not safe if Wells to I-80E is still weaving. In fact, it could actually be worse with higher speed I-80E to I-580S traffic flow. What absolutely must be done is either eliminate Wells onramp to I-80E or build a flyover to get wells onto I-80E. If you have the money for a flyover bridge for Mill to I-580S - why isn't this considered for Wells? It's also hard to see - but it appear you're using some dedicated lanes as eventual terminal exits. This is similar to I-80e at Pyramid exit. This is flawed. Please go out to Pyramid and watch eastbound traffic realize at the last moment that their slow lane ends and they must do an abrupt weave to continue east... it just creates chaos. You seem to have this going on at southbound Moana Mill and Second Streets. Again, in general you're asking people to make too many weave/decisions at the same time others are making weaves/lane changes. Weaving is complicated for tourists. Weaving is safer the more time BEFORE the weave area to prepare you. Tourists don't often have this knowledge. Have you ever went to I-580N and witness how many cars make rash and sudden decisions at I-80E or I-80W. It's unsafe - weaving is unsafe no matter how many lanes you provide. You need to have more dedicate travel lane exits planned well in advance.

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	My most critical item - your planners and engineers seem to be stuck in mode "with improvements this will work" or "this is how we do it". I strongly suggest you study more systems that work... In sum - the plans all seem to rely too heavily on local traffic accommodations (i.e. wells, 2 nd , Oddie) and your solutions are too myopic. You need some courage and move access away from I-80/395/580- by using more frontage roads and asking folks to stay on local roads a bit longer. Closing thoughts: Your plans are too myopic for local access. You should be thinking more at an interstate highway system level - that is "how do I to get a I-80W coming from West McCarran to 395N vehicle heading to the AIRPORT or CARSON CITY" through the Spaghetti Bowl safely?? Take all your time and money and build a dedicate 2 lane exit from I-80E to I-580S that picks up BEFORE WELLS and DROPS you back to I-580*) PAST MILL. If you want safety - just start with this now. Do same the same for I-80W to 395 N - picking up before Rock and PAST N. McCarran. You must get away from trying to maintain the AS-IS local access. Goal should be to eliminate all complicated weaving scenarios. Do more with local agencies to get traffic away from the NDOT ramps. I'd focus on eliminating red lights at exits at Wells, Virginia, North McCarran. Consider more frontage roads (example is to eliminate 2 street access at I-580 - through local or frontage roads. Tough sell to GSR but needed. Really solve the Wells/S Virginia/Sierra mess. One of your goals is to get people OFF I-80/580/395 as quickly and safely as possible. For example - it's common to have I-80E wells exit backed up to I-80E lanes because of traffic signal issues at Wells and 6th Street. If I were leading - I'd actually start with making LOCAL access improvements together with interstate highway improvements. Thanks for considering - Rick Warner, PE
1/14/2019	Good evening. Last week I was able to review your webpage, and read the article from the Business Network website. While I was not at the public meeting last month, I have been following this from a distance. After looking at the files showing the different options, I'll agree that option 2 is better than the other two options. I do not however think it's the best possible option. After looking over it, I found myself thinking back to other freeway interchanges I've driven on, dating back to the 80's, in southern, and northern California. I then went online, and began looking at various types of interchanges, and found what I think would be the ideal option. I also think it'd take up less ground space than option 2. I say this because of the north-west connector loop. It reminds me of the interchange over in Sacramento. Please see below. I don't know what the proper name for the interchange is, but from what I've been able to ascertain, I think it's called- A Stacked Exchange, or a Directional Stacked Exchange. Here's an example. This is the I-580/SR 24 interchange over in the East San Francisco Bay Area, of Oakland/Berkeley. The closest thing I saw on your option 2 was the south-east connector, from south 395 to east I-80. Doing 4 of those would afford maintaining a higher speed flow of traffic, and minimizing the slow downs associated with all "clover-leaf/loops" I've ever driven. And I was a truck driver in southern California's LA Basin in the early 80's. After which, I became a professional craftsman, and drove the freeways to commute back and forth to work. From Century City, out to San

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	<p>Bernardino, and down to El Cajon. I've also found a couple of other interchanges-- both in Sacramento, which appear to match the configuration you've selected with option 2 of your 3 options. The business 80, and I-5, as well as Business 80 and SR-99. I have no idea if you've ever driven these interchanges. I have, and at rush hour-- they are a nightmare. The first two look like the new design. 80 Business and I-5 interchange in Sacramento. https://www.google.com/maps/@38.5687473,-121.5122625,16.49z?hl=en and 80 business in Sacramento https://www.google.com/maps/@38.5595389,-121.4758376,16.5z?hl=en This one appears to be known as a stack interchange. I think it's a good design because it reduces the required speed reduction, allowing traffic to flow at a faster speed. 580 and 24 in Oakland https://www.google.com/maps/@37.8237542,-122.2688001,17.38z?hl=en I've found some more articles, and the Caltrans design manual, which shows several different types of interchanges. https://www.google.com/search?q=Directional+Interchange&rlz=1C1GC EV_enUS828US828&oq=Directional+Interchange&aqs=chrome.69i57&sourceid=chrome&ie=UTF-8 from Caltrans, it's the type F-1 alt A. http://www.dot.ca.gov/design/manuals/hdm/chp0500.pdf Page 9 of 46. I apologize for referencing this manual. I am the first to loathe what California has become, but they have a page which shows different interchange styles. http://www.sehinc.com/news/amazing-world-interchange-designs I really like this Sehinc article. It shows several different interchanges both in the US and abroad. And it's written by a PE who is a road designer. Here's an article which describes interchanges that have resulted in the blight of major metropolitan areas surrounding the interchanges. One interchange in particular wound up isolating a university from the rest of the city. https://usa.streetsblog.org/2014/07/01/8-monster-interchanges-that-blight-american-cities/ I understand that you have highly trained, and skilled designers on staff, so I am not trying to tell them how to do their jobs. I do however think that there are road designs which are far more efficient at moving traffic, and the "stacked interchange" is one of them. I noticed on the schedule, you're stretching this entire project out to 2039. Thus, this would give you plenty of time, and opportunity to research this further. I spent a couple of hours on google maps looking at interchanges around the nation. One interchange that I was especially impressed by also made it on the blight list. So, I'm obviously not the best judge of road designs. Back in the 80's, I lived in southern Calif. I drove a particular stretch of highway that was particularly miserable. It was apparently known as the "Orange Crush." It's the I-5/SR 57/SR 22 interchange. SR 57 comes down out of the north, meets up with the I-5 at the same time the SR 22 comes from east/west. I remember plenty of times spending well over 40 minutes just trying to get onto the 5 from the 57, moving mere inches at a time. In 2006, I went back to visit some friends, and came across the remodeled/updated version. It took me mere minutes to go from chapman on the south 57 to Jamboree on the I-5. Whatever they did, it's nice. There's a south-east</p>

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	<p>connector that's 2 lanes, and if I recall correctly, an HOV lane. Because I was with my wife at the time, we zipped through there quite quickly. https://en.wikipedia.org/wiki/Orange_Crush_interchange Before you settle on a final design, please examine numerous interchanges around the country, and then take a trip to drive them at rush hour periods. Morning, and evening. Since you're taking 20 years to build this project, I get the impression, you won't be changing it any time soon. My wife and I moved here in 1993, and I was so pleased that I no longer had to drive the horrendous freeways of the LA Basin. Orange County freeways were a nightmare. Probably more so because of all the road-construction taking place in the late 80's through the early 90's. It was finally completed sometime after we left. Since you noted on the webpage that you expect massive amounts of growth, please build for the future, not just the present demand. Thank you for this opportunity to put in my "two cents." I look forward to driving on the finished product. Albeit, in my late 70's, early 80's. Best Regards, Steve B. Steve Buckley</p>
1/15/2019	<p>I'm desperately hoping that NDOT engineers have paid attention to the southern flow of traffic from I-80 to 395 at the Spaghetti Bowl when designing improvements. Two lanes are not enough. Every day, there is a log jam as traffic slows to merge south. Accidents are common because some slow when it's not needed and others speed and swerve to try and get a better place in line. This flow worked better prior to the most recent design. This needs to be the top priority of the Spaghetti Bowl improvements – how to improve merging from I-80 to 395 going south. Thank you, Winnie Dowling Reno resident</p>

Topic: Other Input

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12/12/2018	So I read [the DEIS], and I've read others, and it was actually extremely easy to follow. And it was well-formatted and very photographic. Lissa Butterfield
12/12/2018	My name is Alex. There is an "i" missing in your email thread.
12/12/2018	My name is Michael Sanburn. And I really think that we should consider keeping the airport exit. I really think that we're taking a step backwards in our community if we don't keep that. And, also, at what point will we know which way we're going to go, whether it's going to be Alternative 1, Alternative 2, Alternative 3; at what date will we know that this is what we're going to do? Thank you. Just a follow-up. So, to ask again, kind of follow up with what you said just said, so we could be starting this Phase 1 before we even know if it's going to be Alternative 2, Alternative 3, Alternative 1? So at that point, you'll say, yeah, this is what we're doing, Alternative 2, and this is the way it's going to be? Michael Sanburn
12/12/2018	Hi. Adolph Reno. I hope, in your next presentation, you kind of do the educational thing about the mic use, to have it close. These mics seem to pick up at a comfortable distance. This mic needs -- you need to be right on it. So it would be nice if the public is actually heard when they have comments. Okay. And I've asked for help, and I haven't seen any effort to do it. Adolph Reno
12/12/2018	Good afternoon, everyone. Andrew Diss, representing the Grand Sierra Resort. I wanted to come here today and commend NDOT and your staff for all the work that you guys have done. You have been meeting with us and addressing our concerns for over a year now. And the latest alternative Preferred Alternative they've got proposed for the Mill and the Glendale and 2nd on and off ramps, we're very comfortable with that. Grand Sierra employs thousands of team members across Reno and Sparks. And our employees' commute times coming to and from work are getting longer and longer. And addressing the Spaghetti Bowl and fixing things so that our team members can get to work is going to be a big benefit to us. And, once again, I just wanted to say thank you to you guys for reaching out to us and working with us for over a year now. Thank you. Andrew Diss
12/12/2018	Gil Motto, and 1980 Clear Acre, and our back yard goes up against the freeway there. I've been in the trades most of my life, and one thing I've noticed about this Spaghetti Bowl situation throughout the years is it's been plagued with quality control problems and a lot of redoing that and everything. And we're going right through the middle of town here, where it's a lot harder to build through. And so right out of the gate, we got a 10-year, one thing that's estimated to be a 10-year deal, and all of a sudden it's coming in a year and a half. In my mind, that throws up a red flag, you know. How do you do that? You know, if that was possible and do it right, why would everybody be a lot closer to that than 10 years? And so I just wonder if we're getting off on the wrong foot here right out of the gate. I'm not seeing everybody going to work or anything. I'm just, so I'm just throwing that out there, you know. Gil Motto
12/12/2018	I have attended all meetings and agree that the Preferred Alternative 2 is the best choice of the options made available. Having lived in several

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	cities that were highly congested, understand the need for highway flows for speed and safety. Karen Kelly
12/12/2018	Hi. My name is Jake Cofflin. My curiosity is in the environmental impact. If I've got it right, in preferred 2, that we would be referring, taking traffic down Wells Avenue and onto Oddie to get from I-80 to I-580? And, also, in the environmental impact -- I mean I live next to the freeway on Clear Acre Lane. What are they going to do for me for cleaning my solar panels and all the dirt that comes to my house and all the light that I have to put up with during night construction? Jake Cofflin
12/12/2018	Sir In the last construction improvements to the Spaghetti Bowl the public was told the I-580 NB to I-80 EB ramp would be increased to 2 lanes to ease congestion. Work was done and the ramp was expanded for this purpose. However when the project was completed the ramp remained one lane. One has to wonder why the ramp was expanded at taxpayer cost when the lanes were never increased. It did no good to increase northbound lanes south of this if you funnel the traffic down to one lane for the ramp which increases the congestion NDOT wanted to avoid. Why was the ramp left at one lane when it was expanded to accommodate 2 lanes? It is this kind of mismanagement and waste of funds that people are so dubious of what NDOT wants to accomplish with the new proposal. William Kuzemchak Sparks, Nevada
12/12/2018	And so I'm Scott Carey with the Reno-Sparks Indian Colony. I'm the Planner. The colony, we're a cooperating agency for this project. We've been working with NDOT, FHWA and the design team to examine any and all direct and indirect impacts for the project on the RSIC community. The colony has carefully worked with NDOT, FHWA and the design team on the designs of the proposed project near the colony and to protect the interests of the community and in the economic development enterprises. The official endorsement of the Preferred Alternative for this project will come from our Tribal Council following the conclusion of the EIS public comment period and a full staff evaluation. The following verbal comments are provided from the staff and technical perspective and do not represent the official position of the RSIC Council at this time. The colony will provide formal written comments on the EIS at a later date. We would like to provide the following comments for the record. Tribal members and customers to the RSIC enterprises rely on both 2nd Street and Glendale Avenue, as well as the Mill Street interchange, to access homes and obtain government and healthcare services. Closure or change in access on either Glendale and 2nd Street or Mill Street could negatively impact tribal member access to areas off the reservation for employment and personal needs. The colony appreciates the opportunity to have worked with NDOT and the FHWA over the past two years to present information to our community and receive input from our leadership. This collaborative effort has come up with an alternative design that protects access and interests of the colony. Given the available information and data to date, it is the opinion of colony staff that Alternative 2 is the best overall design and least impactful alternative for the Reno-Sparks Indian Colony. Furthermore, it's the opinion of colony staff that Alternative 1 and Alternative 3, as

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	well as the No Build Alternative, would cause a significant and disproportionate adverse impact to the quality of life, economy and existing and future revenue potential for the colony. The colony is working with NDOT and FHWA and the design team on mitigation measures for the proposed project, also known as the Spaghetti Bowl Interchange, which is directly adjacent to the Reno community. The design of the SBX Project may have many localized impacts on our community, the new freeway configuration and constructing new ramps near the community. The colony remains committed to working with all the partners and the design team to mitigate any and all potential impacts from the SBX Project. It is the opinion of RSIC staff that there may be localized impacts from the SBX Project that could increase noise and degrade air quality conditions near the community. The colony would like to ensure that the existing conditions for air quality and noise near the community are measured and that any new impacts for air quality and noise near the RSIC community are disclosed to the public and properly mitigated. In conclusion, the Reno-Sparks freeway system is an important piece of transportation infrastructure for the colony and the entire region. The colony looks forward to continuing to work as a cooperating agency on the proposed freeway project and improve safety and efficiency of the Reno-Sparks freeway system. Thank you. Scott Carey
12/12/2018	What is the phasing plan for the proposed project? What is timing for the construction of each phase of the preferred alternative? Scott Carey
12/12/2018	Good afternoon. My name is Joseph Snider. My son and I own property on 7th Street, at 1229 7th. And I didn't understand, in Phase 1 of the project and then the Xpress Phase 1. I don't know what. What's the difference between these two, and why, why are they needed? Can anyone explain that to me? Joseph Snider
12/13/2018	You guys really know how to BS and Dazzle the public and avoid critical questions. All that "technical" information presented in unfathomable form to an unsophisticated public probably avoids almost all questions and criticism. Why don't you at least eliminate all that stupid "beautification?" in the form of phony wildlife, "art", and other super expensive NONSENSE all of which is more of a driving distraction than whatever you do-gooders pretend it to be. I would love to see you guys try to survive in the private business sector. You would soon learn about unemployment benefits. Try that on for "reaching out" (of all the stupid homilies). Don
12/18/2018	If Alter. #2, I will need numbers and time frame. Temple Watkins
1/3/2019	Dear DOT, thanks for trying to fix the Reno's Spaghetti Bowl. Your plan has many very good features but it won't work. There are too many negatives! Suggest you start over. Problem 1. Your plan basically moves the traffic congestion from the Spaghetti Bowl to Plumb, which is already a mess. Problem 2. Your plan does massive damage to the Reno airport. The Reno airport is one of the best in the world, one of few very efficient units in the territory, and a great asset to all. Don't wreck it!!! Problem 3. Where is DOT going to get 2.5 billion dollars? If Nevada had

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	<p>2.5 billion dollars available the Las Vegas group would find other uses for it, like doilies for the Raiders.</p> <p>Problem 4. If your plan was started it, it would never finish and that whole area would be a total mess and be impassible for 20 years.</p> <p>Problem 5. The worthless environmentalists would sue every other week, causing many work stoppages, to save some bug or rat. (The Chinese solution might help)</p> <p>Suggest DOT rethink the plan, you have a good start, and include Plumb and the airport in the problem. Using double or triple decking would help. Also, include an implication plan so that the whole area isn't torn up at once.</p> <p>Phil Wendt</p>
1/9/2019	<p>I-80 Fourth Street Area. My questions is what can be done to improve the area sidewalks and make it safe for everyone using the area to walk and play for the kids. From El Rancho Drive to D Street going west to Field Street limited sidewalks. Field Street has no sidewalks to G street/Ninth Street. The streets off the main streets have no sidewalks. (View Street, E Street, Maxine Circle, Varnum Circle and Ball Circle). The route is used by School Buses to and from the Boys and Girls Club.</p> <p>Traffic, comes people living in the area My main concerns are safety for the children playing in area It does not meet people using wheelchairs or just walking in the area. The street is the route used by everyone. Speed is the question. D Street has a curve that goes into Field Street. In the winter season it iciest, sound wall does not allow for the sun to warm the ground up. The sound wall is too high and does not reduce the train whistles. Reducing the wall size would be great</p> <p>Peter McNamara</p>

