

## **7.0 RIGHT-OF-WAY REQUIREMENTS**

ROW impacts were assessed based on the following assumptions:

1. The minimum ROW width for the entire project is 100 feet.
2. Rights-of-way necessary to extend Nelson Road across the proposed Sweeping Vista Subdivision will be dedicated to the MSB (at no cost) as part of the platting process.
3. Where practical, ROW easements will be acceptable rather than acquiring the parcel in whole or replatting narrow strips of property.

### **7.1 ESTIMATED ROW IMPACTS**

#### **7.1.1 NELSON ROAD EAST**

This alternative proposes to construct a new public approach near the existing private driveway to Valley Block & Concrete. Fairview Loop will be relocated northward away from the railroad tracks to provide an adequate queuing distance (100 feet) for vehicles turning from Nelson Road. Currently, Fairview Loop is constructed within the ARRC ROW (ARRC Permit No. 6012). The proposed realignment would cross two undeveloped private parcels (A-11 and A-14, Section 18) and a single-family residence (Lot 11, Hi Phi Subdivision).

Nelson Road would extend across Tax Parcel D-2 (Section 18), the Valley Block & Concrete property, for which a preliminary plat (Sweeping Vista Subdivision) has been conditionally-approved by the MSB. This portion of the ROW would be dedicated to the MSB. This alternative anticipates extending Timothy Lane to Nelson Road and may require right-of-way from several lots in Garden Terrace Estates where Timothy currently terminates.

#### **7.1.2 NELSON ROAD WEST**

Extending Nelson Road westward from The Ranch Subdivision will cross Tax Parcels D2 and D4 (Section 18), and northward across Fairview Loop Road Parks Highway to Tax Parcels A4 and A5 (Section 18). For cost estimating purposes, it was assumed the MSB must acquire all required ROW for this alternative, as an agreement with the developers of the future Sweeping Vista Subdivision was not reached with this alternative.

#### **7.1.3 NELSON ROAD EXTENSION**

Extending Nelson Road westward from The Ranch Subdivision will cross the proposed Sweeping Vista Subdivision (Parcels D2 and D4) and Parcel C4 (Section 18), before connecting with Fairview Loop. Due to the existing topography and the extent of cut and fill limits; the necessary improvements to Fairview Loop will require ROW acquisition from Lots C1 and C4

(Section 18). For cost estimating purposes, it was assumed the MSB must acquire 11.5 acres of ROW for this alternative.

#### **7.1.4 TRUNK ROAD EXTENSION**

##### *7.1.4.1 4-Way Intersection*

The 4-way intersection would extend Trunk Road from its current terminus at the Parks Highway frontage road southward across three private parcels (Lots 11, 12, and 13A) in Meadow Valley Subdivision and Lot 1, Cottrell South Subdivision. An additional private parcel (Lot 8, Meadow Valley) will be affected by the proposed road embankment; due to the proximity of the fill limit to the residential structure, it is assumed the entire lot will be acquired. The remainder of the alignment is through property owned by the Developer of The Ranch Subdivision and would be dedicated to the MSB.

##### *7.1.4.2 Trunk Road Roundabout*

Similar to the previous option, this concept seeks to extend Trunk Road south of the existing interchange at Parks Highway. However, instead of a 4-way intersection, a set of roundabouts would replace the existing intersection between frontage roads, highway access ramps, and Trunk Road. The proposed dual roundabout alternative would mitigate impacts to private properties in the Meadow Valley Subdivision; Lot 13A would be acquired for the realignment. An additional residential parcel (Lot 6) will be affected by the proposed road embankment; due to the proximity of the fill limit to the residential structure, it is assumed the entire lot will be acquired. The remainder of the alignment is through property owned by the Developer of The Ranch Subdivision and would be dedicated to the MSB.

#### **7.1.5 SEWARD MERIDIAN**

This option would extend across several large undeveloped parcels, including Tract B (The Ranch Subdivision, Phase 4), and tax parcels B2, B3, B5 (Section 19) and C3 (Section 18). Near the intersection at Fairview Loop, Bearing Tree Lane would be widened. In order to widen this section of road, either more land would be acquired from tax parcel C3, or taken from parcels D13 and D18 (Section 13).