

2019 ANNUAL REPORT

(October 18, 2018 through October 18, 2019)

FOR THE

AMENDED PROGRAMMATIC AGREEMENT OF OCTOBER 18, 2017 AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE NEVADA DEPARTMENT OF TRANSPORTATION, THE NEVADA STATE HISTORIC PRESERVATION OFFICER, THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, THE BUREAU OF LAND MANAGEMENT, THE U.S. ARMY CORPS OF ENGINEERS, THE U.S. FOREST SERVICE, AND THE NEVADA STATE PARKS REGARDING IMPLEMENTATION OF FEDERAL-AID TRANSPORTATION PROJECTS IN THE STATE OF NEVADA.



US Army Corps
of Engineers®



Per the 2017 *Amended Federal-Aid Transportation Programmatic Agreement (PA)*¹, Federal Highway Administration (FHWA) and Nevada Department of Transportation (NDOT) are reporting on the 2019 annual status (Oct 18, 2018 through Oct 18, 2019) of the PA (Section X).

ACCOMPLISHMENTS

- ❖ The most important accomplishment is the implementation of the Programmatic Agreement (PA) for another year. FHWA, NDOT, SHPO, BLM, USACE, USFS and NDSP have implemented the PA process for FHWA Fed-Aid projects to the tune of 45 projects.

SAVINGS

Time Savings – The time savings detailed here are conservative and are at the project level except for total days saved, which is an annual measure. Time saved is project based, lending saved time to projects that require more attention for a variety of reasons, such as a larger project area, larger Area of Potential Effect (APE), extensive resource documentation, and possibly mitigation. The time savings are calculated between NDOT, SHPO, and FHWA. While there is a measurable and useful time savings with the Federal Agencies, it has been omitted from the calculation. Now that the PA has been in effect for more than a year, some projects documented as part of this annual report may have been started as part of the previous annual report and farther through the S106 process than other projects.

- **Total Days Saved in Fiscal Year (FY) 19 for all 45 Projects** – 3,464 days.
- **Screening Form** as the initial APE communication. By reporting years' end, some projects have only progressed through the initial step with the Screening Form but have not yet gotten to final step of consultation. Savings for these projects are only up the initial step. Eleven Screening Forms were processed in FY19. Fifteen days were saved for writing and meeting about project; 35 days were saved in which FHWA would process transmittal paperwork to the SHPO; and 27 days for review at the SHPO. Total days saved is 77. **Total Screening Form Step Days Saved = 847 Days for FY19.**
- **Screening Form with no Short Report** versus full letter consultation. Two Screening Forms with No Short Report projects were processed in FY19. Seventy-seven days were saved for doing the Screening Form instead of a full letter; approximately 60 days saved for researching and drafting a full report; 35 days of FHWA processing report transmittal paperwork; and 30 days at the SHPO for review and concurrence. Total days saved for an individual report is 202 days. **Total Screening Form with no Short Report Days Saved = 404 Days for FY19.**

¹ 2017 *Amended Programmatic Agreement Among the Federal Highway Administration, The Nevada Department of Transportation, the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Federal-Aid Transportation Projects in the State of Nevada.*

- **Minor Project (Screening Form with Short Report)** versus full letter consultation. No Minor Projects were processed in FY19. **Total Minor Project Days Saved = 0 days for FY19.**
- **Letter (Screening Form with Letter)**, including consultation on Determination of Eligibility, and Finding of Effect. Nine Letter (Screening Form with Letter) projects were processed in FY19. Seventy-seven days saved for doing the screening form instead a full letter; 35 days for FHWA processing transmittal paperwork. Days saved for Screening Form with Letter is 112 Days. **Total Letter (Screening Form with Letter) Days Saved = 1008 days in FY19.**
- **Adverse Effect (Screening Form with Letter and M.O.A.)**. No projects of this nature were completed in FY19. **Total Adverse Effect Project Days Saved = 0 days in FY19.**
- **Minor Short Report without Screening Form** - versus full letter consultation. Sixty days saved for writing a full report; 35 days saved for FHWA processing plus another 30 days of SHPO review. Four Minor No Short Report without the Screening Form projects this annual report. Days saved per project 135 Days. Total Screening Form with no Short Report Step Days Saved = 540 Days this reporting year. **Total Letter (Minor Short Report without Screening Form) Days Saved = 540 days in FY19.**
- **Letter (Letter without Screening Form)** – Consulting on Determination of Eligibility, either No Historic Properties Affected and No Adverse Effect and the Screening Form was completed in a prior year. Thirty-five days saved for FHWA processing only. Nineteen Letters without Screening Form projects this annual report. Days saved per project = 35 Days. Total Days Saved = 665 Days this reporting year. **Total Letter (Letter without Screening Form) Days Saved = 665 days in FY19.**
- **Letter (Screening Form, Determination of Eligibility Letter and Finding of Effect Letter)**. No projects of this nature were completed in FY19. **Total Letter (Screening Form, Determination of Eligibility Letter and Finding of Effect Letter) Project Days Saved = 0 days in FY19.**
- **Eligibility plus Minor (Screening Form, Determination of Eligibility Letter and Minor Short Report)**. No projects of this nature were completed in FY19. **Total Eligibility plus Minor (Screening Form, Determination of Eligibility Letter and Minor Short Report) Project Days Saved = 0 days in FY19.**

Cost Savings – Translated cost savings are at the project level except for total costs saved, which is an annual measure. The cost savings are calculated between NDOT, SHPO, and FHWA. While there is a measurable and important cost savings with the Federal Agencies, it has been omitted of the calculation. The cost savings has been calculated at the current hourly wage per day of

NDOT's Cultural/Natural Resource Specialist II (\$244.24). ***This hourly rate has increased since last year.***

- **Total Costs Saved in FY19** – 3,464 Days = \$846,047.36
- **Screening Form** as the initial APE communication. By reporting years' end, some projects have only progressed through the initial step with the Screening Form but have not yet gotten to final step of consultation. Savings for these projects are only up the initial step. **Total Screening Form Step Cost Savings for projects ending the reporting year in the Screening Form Step = \$206,871.28 for FY19.**
- **Screening Form no Short Report - Screening Form with no Short Report** versus full letter consultation. Two Screening Forms with No Short Report projects were processed in FY19. **Total Screening Form with no Short Report Cost Savings = \$98,672.96 for FY19.**
- **Minor Project (Screening Form with Short Report) Minor Project (Screening Form with Short Report)** versus full letter consultation. No Minor Projects were processed in FY19. **Total Minor Project Cost Savings = \$0 for FY19.**
- **Letter – Letter (Letter without Screening Form)** – Consulting on Determination of Eligibility, either No Historic Properties Affected and No Adverse Effect and the Screening Form was completed in a prior year. **Total Letter (Letter without Screening Form) Cost Savings = \$246,193.92 in FY19.**
- **Adverse Effect – Adverse Effect (Screening Form with Letter and M.O.A.)**. No projects of this nature were completed in FY19. **Total Adverse Effect Project Cost Savings = \$0 in FY19.**
- **Minor Short Report without Screening Form - Minor Short Report without Screening Form** - versus full letter consultation. Four Minor No Short Report without the Screening Form projects this annual report. **Total Letter (Minor Short Report without Screening Form) Cost Savings = \$131,889.60 in FY19.**
- **Letter (Letter without Screening Form) – Letter (Letter without Screening Form)** – Consulting on Determination of Eligibility, either No Historic Properties Affected and No Adverse Effect and the Screening Form was completed in a prior year. Nineteen Letters without Screening Form projects this annual report. **Total Letter (Letter without Screening Form) Cost Savings = \$162,419.60 in FY19.**
- **Letter (Screening Form, Determination of Eligibility Letter and Finding of Effect Letter) – Letter (Screening Form, Determination of Eligibility Letter and Finding of Effect Letter)**. No projects of this nature were completed in FY19. **Total Letter (Screening Form, Determination of Eligibility Letter and Finding of Effect Letter) Project Cost Savings = \$0 in FY19.**
- **Eligibility plus Minor (Screening Form, Determination of Eligibility Letter and Minor Short Report) – Eligibility plus Minor (Screening Form, Determination**

of Eligibility Letter and Minor Short Report). No projects of this nature were completed in FY19. **Total Eligibility plus Minor (Screening Form, Determination of Eligibility Letter and Minor Short Report) Project Cost Savings = \$0 in FY19.**

ANNUAL REPORTING

Below are the days saved and the cost savings for the five Programmatic Agreement reporting years.

Table 1. Annual Reporting Numbers.

Reporting Year	Days Saved	Cost Savings
2015	5621	\$1,131,673.52
2016	4476	\$1,000,475.62
2017	1929	\$431,170.88
2018	2674	\$693,742.56
2019	3464	\$846,047.36

Changes in the time and cost savings from last year are primarily from the numbers and types of projects that NDOT is processing during these twelve months.

REPORTING

Part of the annual report is the inclusion (V.B.3) of minor projects (Appendix 1) that saw a cultural resource inventory. Four Minor Projects with Short Reports were reported in FY19.

OBJECTIONS

No objections were raised during FY19 from the PA parties or outside parties to NDOT.

INADVERTENT EFFECTS AND FORECLOSURES

No inadvertent effects or foreclosures happened during FY19.

THINGS TO WORK ON FOR FY20

- ❖ Project Clearance
- ❖ Standard Treatment Plans

APPENDIX 1. 2019 MINOR PROJECTS WITH REPORTS

Nevada Cultural Resources Short Report

Author: Mark Bowen

Date: 12/10/2018

Project Title: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Pennwood Avenue and Wing Street]

Project Overview

Project Description: The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Pennwood Avenue at Wing Street.

The project limits and specific elements for Pennwood Avenue at Wing Street are as follows:

- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW.

Details of proposed project improvements consist of: Proposed improvements along Pennwood Avenue includes a with reduction to the vehicle travel lanes; a two-way center left turn lane with multiple concrete median islands; advanced warning signs and pedestrian crossing signs; and pavement markings throughout the corridor including: vehicle and bike lane striping with legends, stop and yield lines, and crosswalks; and installation of curb extensions located at the intersection of Wing Street. The existing HPS luminaires along the south side of Pennwood Avenue and the LED luminaires nearest the crossing will be replaced with upgraded LED fixtures to meet the required lighting intensity levels.

NDOT Eng./Contract Numbers: N/A

Project Number: EA 60857

NDOT CR No.: CL18-038

SHPO No.: N/A

BLM Report No.: N/A

USFS Report No.: N/A

Prepared For: FHWA TAP-0003(244)

Contact Person: Alexis Thomas

Address: 1263 South Stewart Street

City: Carson City **State:** NV

Zip Code: 89712

Telephone: 775-888-7478

Email: AThomas@dot.nv.gov

Principal Investigator: Mark Bowen

Company/Institution: Jacobs Engineering

Address: 2485 Natomas Park Boulevard

City: Sacramento

State: CA

Zip Code: 95833

Telephone: (916)286-0464

Email: mark.bowen2@jacobs.com

Project Location:

County: Clark

USGS 7.5' series Topographic Quadrangle: Las Vegas NW

Milepost: N/A

Legal Location

TRS: T21S, R61E

UTM: Zone 11 662403 m E 4000682 m N

Datum: NAD 83

Comments: N/A

Property Owner: Public right of way

Area of Potential Effects (APE): The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

DIRECT APE: The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing 0.119 acres. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses 0.577 acres.

INDIRECT EFFECTS: Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no indirect APE is proposed.

Project Area Details

Physiographic Region: Basin and Range Province, Great Basin Section

Topography: Valley

Drainage: Colorado River Basin

Current Land Use: Urban, Travelway

Records Review (check all that apply)

Date: November 27, 2017; updated November 27, 2018

Site Maps on file at NDOT and on NVCRIS

No archaeological sites have previously been recorded within one mile of the APE. None are within the APE.

Three previous cultural resources studies have been conducted within one mile of the APE. None of these are within the current project area.

Table 1. Cultural Resource Management Inventories Previously Conducted within One Mile of the APE.

NADB# (Year)	Author	Report Title
10829	Seymour et al. (2000)	A Cultural Resources Survey for the Robert B. Griffith Water Project Transfer of Title of Federal Facilities, Clark County, Nevada
1231	Hohmann, John W. (2007)	Interstate-15 "The Gap" Project Historic Architectural Study: Findings of the Reconnaissance Survey, Las Vegas, Clark County, Nevada
5978	Hohmann, John W. (2008)	Project Neon: A Historic Architectural Survey of 3.25 Miles (3,016.7 Acres) Along I-15 for Proposed Freeway Improvements Between US 95 and Edna Avenue, Las Vegas, Clark County, Nevada
Source: NVCRIS 2017/2018		

List other institutions:

The author reviewed existing information on properties within the APE, including data concerning possible historic properties not yet identified. Resources used to identify historic properties within the project's APE included:

- the Clark County Assessor's website (<http://www.clarkcountynv.gov/assessor>); and
- the Nevada Cultural Resource Inventory System (NVCRIS).

No architectural inventories have been conducted that include or are adjacent to the APE. No historic-era structures have been recorded adjacent to the APE.

Results

Historic Maps

Results: Historic maps show that most of these locations have been developed recently.

Table 2. Historic Maps Consulted

Date	Title	Author
1907	Nevada-California Las Vegas Quadrangle.	USDI Geological Survey
1946	Map City of Las Vegas, Nevada Compiled by Pioneer Title Insurance & Trust Co.	Asher, Jack
1953	1953 Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1955	Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1956	Nevada Title Insurance Co. Compiled by Tyson Engineering Co.	Elliott, A.A.
Source: UNLV Library		

Parcel Table Attached to Report: [Note: The proposed project APE does not intersect with any parcels that surround the project location. Therefore, no parcel information is provided here.]

Known Cultural Manifestations and/or Additional Information: N/A

Field Investigation: (check all that apply) None

Field Investigation Dates: N/A

Field Supervisor: N/A

Field Crew: N/A

Surface Visibility: There are no undisturbed areas within the APE.

Factors Affecting Visibility: The surface is entirely developed urban landscape.

Visual Walkover Pedestrian Survey Shovel Test Screened Mesh Size

Interval 5m 10m 15m 30m Other (describe below)

Comments: N/A

Describe Disturbances: The APE is entirely disturbed. The Direct APE comprises entirely paved roadbeds and concrete sidewalks.

Attach photographs documenting disturbances below: See Appendix I

Describe Methods: A Class I review of existing records was conducted and is outlined in this report. No pedestrian survey was warranted for this project.

Number of Shovel Test Unite Excavated: N/A

ARPA Permit for Test Units: N/A

Archaeology

Sites: No Archaeological Sites or Isolates exist in the APE.

Isolates

Isolate Table Attached

Sites

BLM Site No	USFS Site No.	Temp No.
Site No.	UTM	Text Field

Site Table Attached

Historic Context Attached

Site Forms/ARA Attached

Site No.	Justification
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Architecture

Based on a review of NVCRIS and the Clark County Assessor's Office, no structures of historic age are known in the APE.

Architectural Inventory and Results: N/A

Results

Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.

Archaeological records check has determined that the project area has the potential to contain archaeological resources.

Actual Area Surveyed: Acres

Hectares

Comments

Architectural Inventory has determined that architectural resources of historic age are present in the APE.

Finding of Effect

Management Recommendations

The report finds that this survey is negative and determines that there are No Historic Properties Affected.

The report finds that this survey is positive and all cultural resources are determined 'not eligible' and that the project is determined as No Historic Properties Affected.

The report finds that this survey is positive, at least one cultural resource is determined 'eligible'.

It is recommended that NDOT/FHWA proceed with the proposed project as planned.

Native American Consultation documentation is prepared under a separate cover and is not addressed in this report.

Other Recommendations/Comments:

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, that the discovery must be reported to the Environmental Services Division, NDOT at (775) 888-7868 or (775) 888-7666 within 24 hours.

Attachments

Figure showing project location within Nevada (Appendix I)

USGS topographic map showing the project area (1:24,000 scale) (Appendix I)

Aerial Photographs showing the project area, land use and survey methods (Appendix II)

Photographs of the project area (Appendix I)

Project Plans (if available) (Appendix I)

Other Attachments: Appendix I: Completed Screening Form set and SHPO letter

Prepared By:  Date: 12/12/2018

Approved By: _____ Date: _____

APPENDIX I: PROJECT SCREENING FORM



MEMO

To: Alexis Thomas, Architectural Historian, Nevada Department of Transportation

From: Kristen Brown, Architectural Historian, SHPO

Date: December 4, 2016

Subject: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Pennwood Avenue at Wing Street Intersection Improvement], Las Vegas, Clark County Nevada

NDOT CR#:
EA: 60857
FHWA: TAP-0003(244)

Per Section V.A.3 of the *Programmatic Agreement Among the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Federal-Aid Transportation Projects in the State of Nevada*, NDOT has provided the State Historic Preservation Office (SHPO) with a screening form which seeks SHPO review of 1) the proposed Area of Potential Effect (APE) and 2) NDOT's proposed level of identification efforts for their proposed undertaking.

Per the information provided via the submitted Screening Form, the SHPO finds that:

- The direct APE as defined is adequate for this undertaking.
- The Indirect APE as defined (none needed) is adequate for this undertaking. The SHPO acknowledges that the area around the proposed work location does not appear to contain historic resources, and that existing street lights will be upgraded. However, in the future, please note that construction of new medians, signage, and ramps does have a visual effect. Undertakings such as these generally include the adjacent parcels in the indirect APE.
- If the undertaking does not involve ground disturbance below that of the modern roadwork and storm drains, no archaeological survey is needed.

NDOT CULTURAL RESOURCE SCREENING FORM

PROJECT NAME: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Pennwood Avenue at Wing Street]

NDOT CULTURAL RESOURCE NUMBER: [REDACTED]

EA: 60857 **FHWA:** TAP-0003(244) **NUMBER:** [REDACTED]

COUNTY: Clark **CITY:** Las Vegas

ROADS: Pennwood Avenue at Wing Street

FEDERAL FUNDING: [REDACTED] **STATE FUNDING:** [REDACTED] **FUNDING :** [REDACTED]

LAND OWNER: City of Las Vegas

POTENTIAL FEDERAL INVOLVEMENT:

DOC DATE: [REDACTED] **FORM DATE:** 11/27/2018

LOCATION: Pennwood Avenue at Wing Street Zone 11 662405 m E 4000686 m N

PROJECT DESCRIPTION: The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Pennwood Avenue at Wing Street.

The project limits and specific elements for Pennwood Avenue at Wing Street for are as follows:

- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW

Details of proposed project improvements consist of:

Proposed improvements along Pennwood Avenue includes a with reduction to the vehicle travel lanes; a two-way center left turn lane with multiple concrete median islands; advanced warning signs and pedestrian crossing signs; and pavement markings throughout the corridor including: vehicle and bike lane striping with legends, stop and yield lines, and crosswalks; and installation of curb extensions located at the intersection of Wing Street. The existing HPS luminaires along the south side of Pennwood Avenue and the LED luminaires nearest the crossing will be replaced with upgraded LED fixtures to meet the required lighting intensity levels.

AREA OF POTENTIAL EFFECT: Area of Potential Effect.

The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW. Please refer to Attachment A for a map displaying the APE.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

Direct APE:

The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing approximately 0.119 acre. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses approximately 0.577 acres.

Indirect Effects:

Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no Indirect APE is proposed.

NOTES: Level of Identification – Archaeology: An intensive pedestrian survey (Class III) will not be completed of the Direct APE based on the APE being entirely developed and urbanized. All work will be conducted within the existing right of way and will not extend below the previously disturbed road matrix. Based on NVCRIS review, one cultural resources study has been previously performed within .5 miles of the APE and no archaeological sites or significant built-environment resources have been previously identified within the Direct APE.

Level of Identification – Architectural History: No intensive pedestrian survey will be completed of the Direct APE as the direct APE does not include built-environment structures or buildings. Roadway and sidewalks are from the mid/late 1900s.

Literature Review

CLASS 1 LIT SEARCH: Yes	List: NVCRIS review completed on November 27, 2017 by Jane Wiegand (Jacobs) and shapefiles provided by Jane Wiegand.
RECORDS REVIEW: Yes	List: NVCRIS
PROJECT PLANS: No	AS BUILT PROJECT PLANS: No
AERIAL PHOTOGRAPHS: Yes	List: www.HistoricAerials.com 1950, 1963, 1965, 1969, 1970, 1972-1976, 1978, 1980, 1983, 1987, 2004
HISTORIC MAPS: Yes	List: UNLV Historic Las Vegas Maps
TOPOGRAPHIC MAPS: Yes	List: Las Vegas NW 1952, 1967, 1973, 1984, 1967/PR1983
ROW OWNERSHIP PARCEL DATA: Yes	List: NDOT
COUNTY ASSESSOR DATA: Yes	List: See Attachment A

NVCRIS Date: 11/27/2017

Other: List:

SHPO Screening Form Review Date:

SHPO Comments:

Minor Project: Yes List:

Field Review

FIELD REVIEW: No FIELD REVIEW METHODS: NA

PEDESTRIAN SURVEY (Class III): No

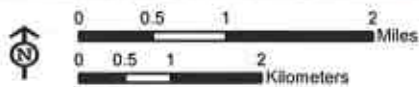
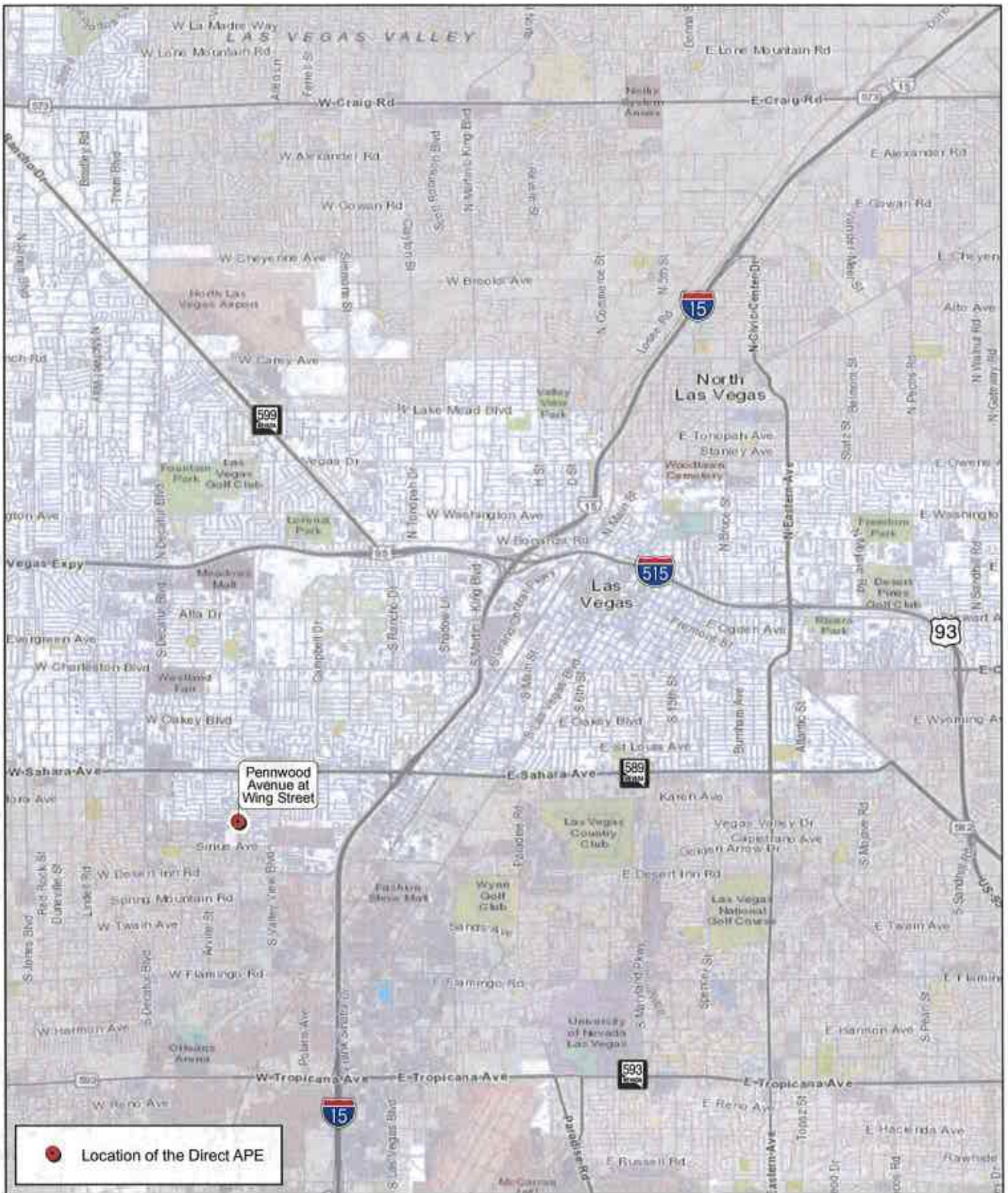
IF NO FIELD SURVEY CONDUCTED, DESCRIBE WHY NOT:

All pedestrian crossing improvement work to take place within existing road/sidewalk ROW and within areas of Las Vegas which is heavily urbanized and developed.

Attachment A: Map of the APE and Proposed Project Elements;

Attachment Project Area Photographs to Support the APE Setting;

Attachment A: Map of the APE and Proposed Project Elements



City of Las Vegas City Wide Pedestrian Improvements Phase 3
 Clark County, Nevada
 Pennwood Avenue at Wing Street
 Project Overview

Date: 11/26/2018



City of Las Vegas City Wide Pedestrian Improvements Phase 3
 Penwood Avenue at Wing Street
 EA Number: 60857
 Area of Potential Effects

Date: 11/26/2018

Attachment B

Project Area Photographs to Support the APE Setting

Penwood Avenue and Wing Street



Figure 1. Penwood Avenue just east of Wing Street, looking west.

Source: Google Maps April 2018



Figure 2. Penwood Avenue just west of Valley View Boulevard, looking west.

Source: Google Maps April 2018



Figure 3. Pennwood Avenue and Wing Street intersection, looking east.

Source: Google Maps April 2018



Figure 4. Wing Street just south of Pennwood Avenue, looking south.

Source: Google Maps April 2018

APPENDIX II: HISTORIC AIR PHOTOS AND MAPS

Pennwood Avenue and Wing Street Historic Air Photos and Maps



Figure 1. Pennwood Avenue (and future Wing Street), Year 1963. Neighborhood to north under construction.
Source: HistoricAerials.com, November 2018



Figure 2. Pennwood Avenue and Wing Street), Year 1970. School to southwest completed.
Source: HistoricAerials.com, November 2018



Figure 3. Pennwood Avenue and Wing Street, Year 1972. Apartments to southeast completed

Source: HistoricAerials.com, November 2018

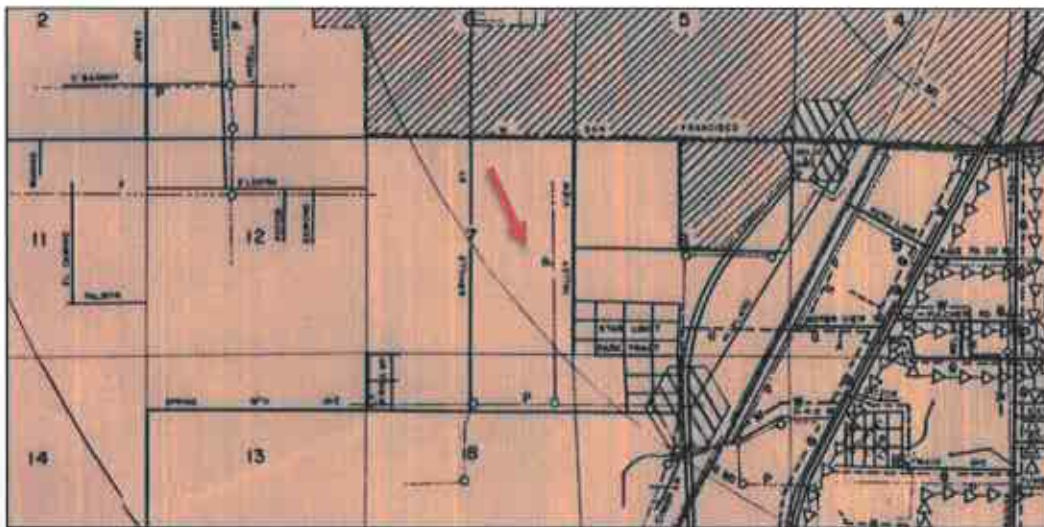


Figure 2. Project Area 1956. Some infrastructure (electrical) but prior to neighborhood development.

Source: UNLV Maps (<https://digital.library.unlv.edu/collections/maps>). Accessed Nov 27, 2018

Nevada Cultural Resources Short Report

Author: Mark Bowen

Date: 12/10/2018

Project Title: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Michael Way and Maxine Place]

Project Overview

Project Description: The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Pennwood Avenue at Wing Street.

The project limits and specific elements for Michael Way at Maxine Place are as follows:

- Curb Extensions
- Pedestrian Barriers
- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW.

Details of proposed project improvements consist of: Improvements along Michael Way will consist of installation of curb extensions with median island pedestrian refuge; advanced warning signs and pedestrian crossing signs; ADA compliant curb ramps; and pavement markings for yield lines and crosswalks. The curb return on the southeast quadrant will be reconstructed to accommodate a curb extension with handicap ramps while the sidewalk on the west side will be widened to include a curb extension with handicap ramps. The existing LED luminaires along Michael Way and nearest the crossing will be upgraded to meet the needed lighting intensity levels.

NDOT Eng./Contract Numbers N/A

Project Number: EA 60815

NDOT CR No.: CL18-039

SHPO No.: N/A

BLM Report No. N/A

USFS Report No.: N/A

Prepared For: FHWA TAP-0003(233)

Contact Person: Alexis Thomas

Address: 1263 South Stewart Street

City: Carson City **State:** NV

Zip Code: 89712

Telephone: 775-888-7478

Email: AThomas@dot.nv.gov

Principal Investigator: Mark Bowen

Company/Institution: Jacobs Engineering

Address: 2485 Natomas Park Boulevard

City: Sacramento **State:** CA

Zip Code: 95833

Telephone: (916)286-0464

Email: mark.bowen2@jacobs.com

Project Location:

County: Clark

USGS 7.5' series Topographic Quadrangle: Las Vegas NW

Milepost: N/A

Legal Location

TRS: T20S, R60E

UTM: Zone 11 660281 m E 4009748 m N

Datum: NAD 83

Comments: N/A

Property Owner: Public right of way

Area of Potential Effects (APE): The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

DIRECT APE: The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing 0.167 acres. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses 0.423 acres.

INDIRECT EFFECTS: Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is

complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no Indirect APE is proposed.

Project Area Details

Physiographic Region: Basin and Range Province, Great Basin Section

Topography: Valley

Drainage: Colorado River Basin

Current Land Use: Urban, Travelway

Records Review (check all that apply)

Date: November 27, 2017; updated November 27, 2018

Site Maps on file at NDOT and on NVCRIS

No archaeological sites have previously been recorded within one mile of the APE. None are within the APE.

One previous cultural resources survey has been conducted within one mile of the APE. This survey does not extend within the current project area.

Table 2. Cultural Resource Management Inventories Previously Conducted within One Mile of the APE.

Author	Report Title
NADB# (Year)	
A_742 Hohmann, John W. (2003)	An Architectural Assessment of 93 Linear Miles of Alley and Roadway Shoulder Improvements, Las Vegas, Clark County, Nevada - Volume 2 - (Cultural Resource Division Clearance Report No. 454b (N))
Source: NVCRIS 2017/2018	

List other institutions:

The author reviewed existing information on properties within the APE, including data concerning possible historic properties not yet identified. Resources used to identify historic properties within the project's APE included:

- the Clark County Assessor's website (<http://www.clarkcountynv.gov/assessor>); and
- the Nevada Cultural Resource Inventory System (NVCRIS).

No architectural inventories have been conducted that include or are adjacent to the APE. No historic-era structures have been recorded adjacent to the APE.

Results

Historic Maps

Results: Historic maps show that most of these locations have been developed recently.

Table 2. Historic Maps Consulted

Date	Title	Author
1907	Nevada-California Las Vegas Quadrangle.	USDI Geological Survey
1946	Map City of Las Vegas, Nevada Compiled by Pioneer Title Insurance & Trust Co.	Asher, Jack
1953	1953 Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1955	Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1956	Nevada Title Insurance Co. Compiled by Tyson Engineering Co.	Elliott, A.A.
Source: UNLV Library		

Parcel Table Attached to Report: [Note: The proposed project APE does not intersect with any parcels that surround the project location. Therefore, no parcel information is provided here.]

Known Cultural Manifestations and/or Additional Information: N/A

Field Investigation: (check all that apply) None

Field Investigation Dates: N/A

Field Supervisor: N/A

Field Crew: N/A

Surface Visibility: There are no undisturbed areas within the APE.

Factors Affecting Visibility: The surface is entirely developed urban landscape.

Visual Walkover Pedestrian Survey Shovel Test Screened Mesh Size

Interval 5m 10m 15m 30m Other (describe below)

Comments: N/A

Describe Disturbances: The APE is entirely disturbed. The Direct APE comprises entirely paved roadbeds and concrete sidewalks.

Attach photographs documenting disturbances below: See Appendix I

Describe Methods: A Class I review of existing records was conducted and is outlined in this report. No pedestrian survey was warranted for this project.

Number of Shovel Test Units Excavated: N/A

ARPA Permit for Test Units: N/A

Archaeology

Sites: No Archaeological Sites or Isolates exist in the APE.

Isolates

Isolate Table Attached

Sites

BLM Site No. USFS Site No. Temp No.
Site No. UTM Text Field

Site Table Attached Historic Context Attached Site Forms/ARA Attached

Site No. Justification

Architecture

Based on a review of NVCRIS and the Clark County Assessor's Office, no structures of historic age are known in the APE.

Architectural Inventory and Results: N/A

Results

Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.

Archaeological records check has determined that the project area has the potential to contain archaeological resources.

Actual Area Surveyed: Acres

Hectares

Comments

Architectural Inventory has determined that architectural resources of historic age are present in the APE.

Finding of Effect

Management Recommendations

The report finds that this survey is negative and determines that there are No Historic Properties Affected

The report finds that this survey is positive and all cultural resources are determined 'not eligible' and that the project is determined as No Historic Properties Affected.

The report finds that this survey is positive, at least one cultural resource is determined 'eligible'.

It is recommended that NDOT/FHWA proceed with the proposed project as planned.

Native American Consultation documentation is prepared under a separate cover and is not addressed in this report.

Other Recommendations/Comments:

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, that the discovery must be reported to the Environmental Services Division, NDOT at (775) 888-7868 or (775) 888-7666 within 24 hours.

Attachments

Figure showing project location within Nevada (Appendix I)

USGS topographic map showing the project area (1:24,000 scale) (Appendix I)

Aerial Photographs showing the project area, land use and survey methods (Appendix II)

Photographs of the project area (Appendix I)

Project Plans (if available)

Other Attachments: Appendix I: Completed Screening Form set and SHPO letter; Appendix II: Historic Air Photos and Maps

Prepared By:  Date: 12/12/2018

Approved By: _____ Date: _____

APPENDIX I: PROJECT SCREENING FORM



MEMO

To: Alexis Thomas, Architectural Historian, Nevada Department of Transportation

From: Kristen Brown, Architectural Historian, SHPO

Date: December 4, 2016

Subject: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Michael Way and Maxine Place Intersection Improvement], Las Vegas, Clark County Nevada

NDOT CR#:

EA: 60815

FHWA: TAP-0003(233)

Per Section V.A.3 of the *Programmatic Agreement Among the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Federal-Aid Transportation Projects in the State of Nevada*, NDOT has provided the State Historic Preservation Office (SHPO) with a screening form which seeks SHPO review of 1) the proposed Area of Potential Effect (APE) and 2) NDOT's proposed level of identification efforts for their proposed undertaking.

Per the information provided via the submitted Screening Form, the SHPO finds that:

- The direct APE as defined is adequate for this undertaking.
- The Indirect APE as defined (none needed) is adequate for this undertaking. The SHPO acknowledges that the area around the proposed work location does not appear to contain historic-age built resources, and that existing street lights will be upgraded. However, in the future, please note that construction of new barriers, signage, curbing, and ramps does have a visual effect. Undertakings such as these generally include the adjacent parcels in the indirect APE.
- If the undertaking does not involve ground disturbance below that of the modern roadwork and storm drains, no archaeological survey is needed.

NDOT CULTURAL RESOURCE SCREENING FORM

PROJECT NAME: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [Michael Way and Maxine Place Intersection Improvement]

NDOT CULTURAL RESOURCE NUMBER: [REDACTED]

EA: 60815 **FHWA:** TAP-0003(233) **NUMBER:** [REDACTED]

COUNTY: Clark **CITY:** Las Vegas

ROADS: Michael Way at Maxine Place

FEDERAL FUNDING: [REDACTED] **STATE FUNDING:** [REDACTED] **FUNDING :** [REDACTED]

LAND OWNER: City of Las Vegas

POTENTIAL FEDERAL INVOLVEMENT:

DOC DATE: [REDACTED] **FORM DATE:** 11/26/2018

LOCATION: Michael Way at Maxine Place Zone 11 660281 m E 4009748 m N

PROJECT DESCRIPTION:

The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Pennwood Avenue at Wing Street.

The project limits and specific elements for Michael Way at Maxine Place are as follows:

- Curb Extensions
- Pedestrian Barriers
- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW.

Details of proposed project improvements consist of:

Improvements along Michael Way will consist of installation of curb extensions with median island pedestrian refuge; advanced warning signs and pedestrian crossing signs; ADA compliant curb ramps; and pavement markings for yield lines and crosswalks. The curb return on the southeast quadrant will be reconstructed to accommodate a curb extension with handicap ramps while the sidewalk on the west side will be widened to include a curb extension with handicap ramps. The existing LED luminaires along Michael Way and nearest the crossing will be upgraded to meet the needed lighting intensity levels.

AREA OF POTENTIAL EFFECT:

Area of Potential Effect:

The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW. Please refer to Attachment A for a map displaying the APE.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

Direct APE:

The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing approximately 0.187 acre. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses approximately 0.423 acres.

Indirect Effects:

Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no Indirect APE is proposed.

NOTES: Level of Identification - Archaeology: An intensive pedestrian survey (Class III) will not be completed of the Direct APE based on the APE being entirely developed and urbanized. All work will be conducted within the existing right of way and will not extend below the previously disturbed road matrix. Based on NVCRIS review, 1 cultural resources study has been previously performed within the APE and no archaeological sites or significant built-environment resources have been previously identified within the Direct APE.

Level of Identification - Architectural History: No intensive pedestrian survey will be completed of the Direct APE as the direct APE does not include built-environment structures or buildings. Roadway and sidewalks are from the mid/late 1900s.

Literature Review

CLASS 1 LIT SEARCH: Yes	List: NVCRIS review completed on November 27, 2017 by Jane Wingard (classlist and shapefiles provided by Jane Wingard)
RECORDS REVIEW: Yes	List: NVCRIS
PROJECT PLANS: No	AS BUILT PROJECT PLANS: No
AERIAL PHOTOGRAPHS: Yes	List: www.HistoricAerials.com 1950, 1963, 1965, 1969, 1970, 1972-1976, 1978, 1980, 1983, 1987, 2004
HISTORIC MAPS: Yes	List: UNLV Historic Las Vegas Maps
TOPOGRAPHIC MAPS: Yes	List: Las Vegas NW 1952, 1967, 1973, 1984, 1967/PR1983
ROW OWNERSHIP PARCEL DATA: Yes	List: NDOT
COUNTY ASSESSOR DATA: Yes	List: See Attachment A

NVCRIS Date: 11/27/2017

Other: **List:**

SHPO Screening Form Review Date:

SHPO Comments:

Minor Project: Yes **List:**

Field Review

FIELD REVIEW: No **FIELD REVIEW METHODS:** NA

PEDESTRIAN SURVEY (Class III): No

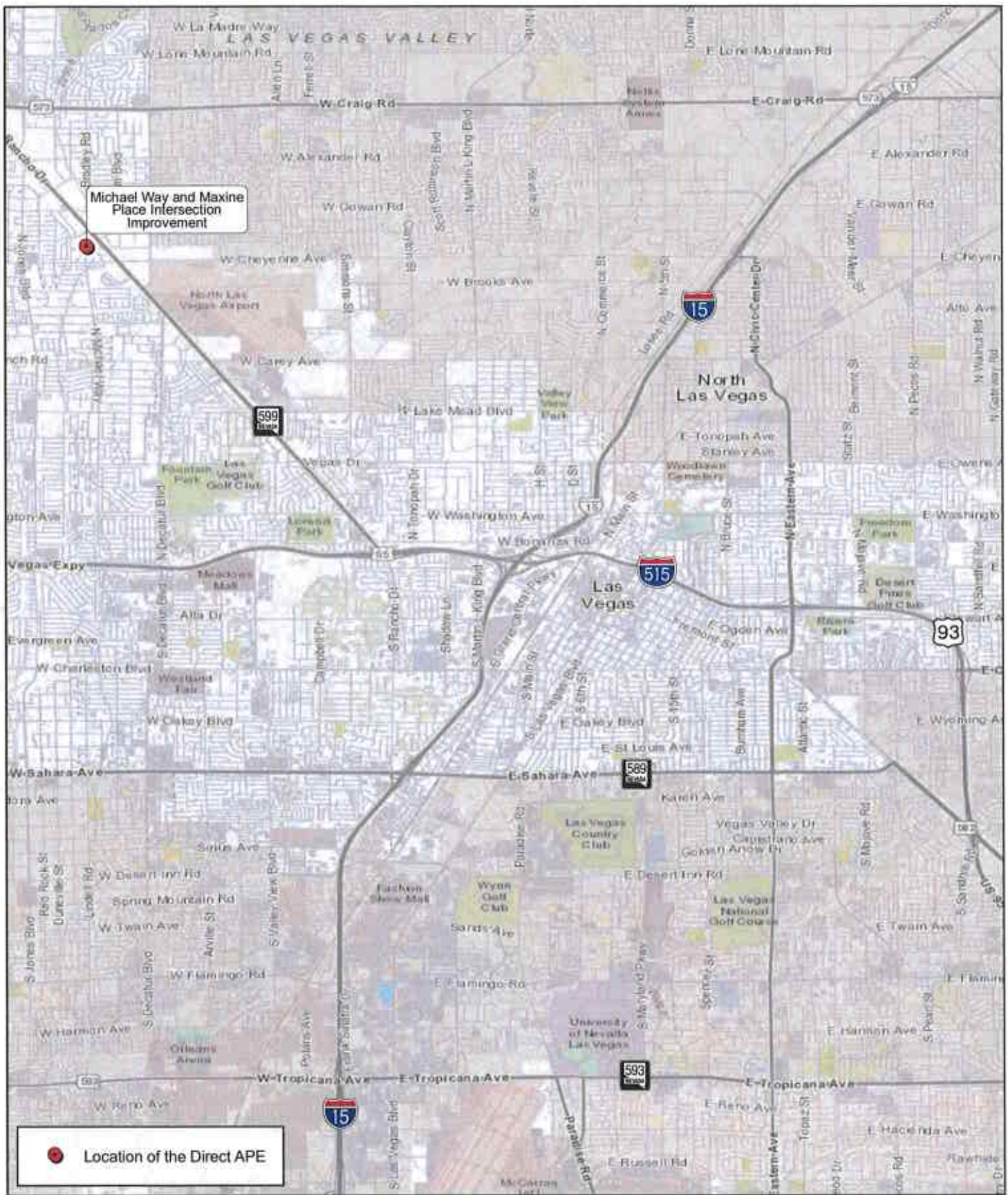
IF NO FIELD SURVEY CONDUCTED, DESCRIBE WHY NOT:

All pedestrian crossing improvement work to take place within existing road/sidewalk ROW and within areas of Las Vegas which is heavily urbanized and developed.

Attachment A: Map of the APE and Proposed Project Elements:

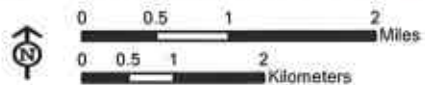
Attachment Project Area Photographs to Support the APE Setting:

Attachment A: Map of the APE and Proposed Project Elements



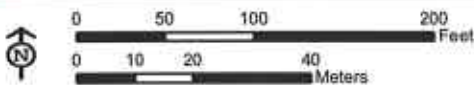
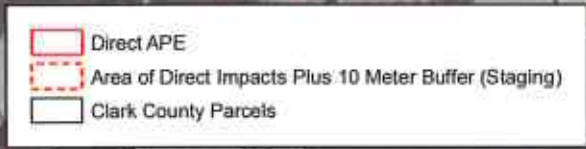
Michael Way and Maxine Place Intersection Improvement

Location of the Direct APE



City of Las Vegas City Wide Pedestrian Improvements Phase 3
 Clark County, Nevada
 Michael Way and Maxine Place Intersection Improvement
 Project Overview

Date: 11/26/2018



City of Las Vegas City Wide Pedestrian Improvements Phase 3
 Michael Way at Maxine Place Intersection Improvement
 EA Number: 60815
 Area of Potential Effects

Date: 11/26/2018

Attachment B

Project Area Photographs to Support the APE Setting

Michael Way and Maxine Place



Figure 1. Maxine Place east of Michael Way, looking west.

Source: Google Maps April 2018



Figure 2. Michael Way and Maxine Place, looking north.

Source: Google Maps April 2018

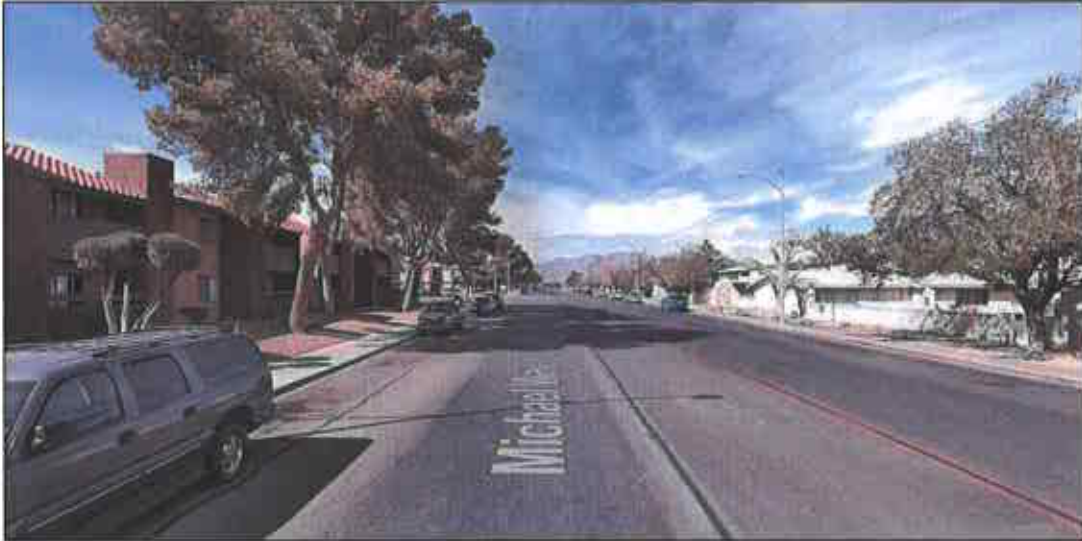


Figure 3. Michael Way just north of Cheyenne Avenue, looking north.

Source: Google Maps April 2018



Figure 4. Michael Way north of Maxine Place, looking south.

Source: Google Maps April 2018

APPENDIX II: HISTORIC AIR PHOTOS AND MAPS

Michael Way and Maxine Place Historic Air Photos and Maps



Figure 1. Michael Way (and future Maxine Place), Year 1963. Development recently constructed.

Source: HistoricAerials.com, November 2018



Figure 2. Michael Way and Maxine Place, Year 1983. Surrounding neighborhoods and Maxine Place completed.

Source: HistoricAerials.com, November 2018



Figure 3. Michael Way and Maxine Place, Year 1987. Michael Way modernized.

Source: HistoricAerials.com, November 2018

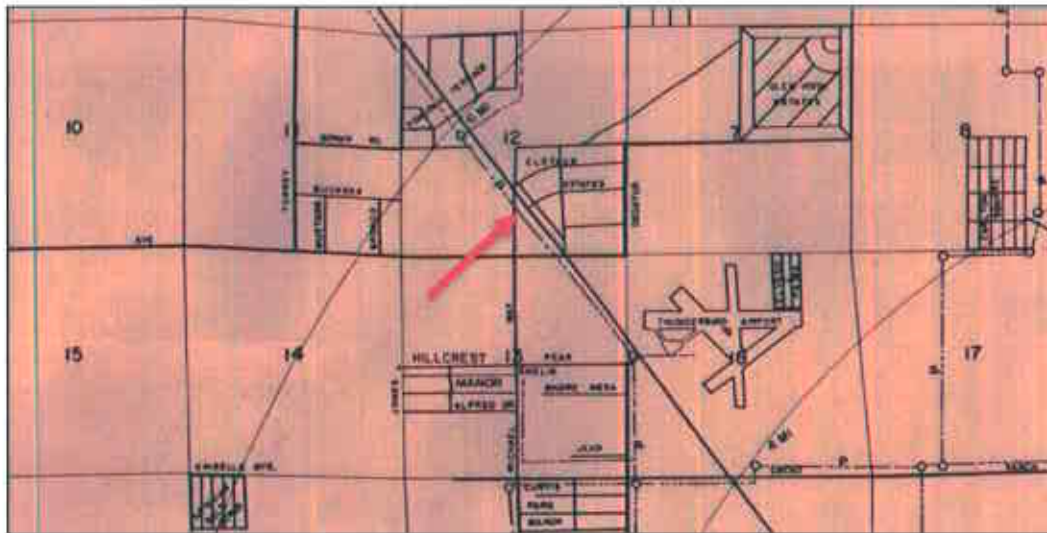


Figure 2. Project Area 1956 prior to neighborhood completion. Electrical utility completed in the area.

Source: UNLV Maps (<https://digital.library.unlv.edu/collections/maps>). Accessed Nov 27, 2018

Nevada Cultural Resources Short Report

Author: Mark Bowen

Date: 12/10/2018

Project Title: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [28th Street at Sunrise Elementary School]

Project Overview

Project Description: The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Pennwood Avenue at Wing Street.

The project limits and specific elements for 28th Street are as follows:

- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW.

Details of proposed project improvements consist of: Proposed improvements along 28th include a width reduction to the vehicle travel lanes with new bike lanes; installation of curb extensions located at the school crossing with concrete median island access control; advanced warning signs and pedestrian crossing signs; and pavement markings throughout the corridor including: vehicle and bike lane striping with legends, stop and yield lines, and crosswalks. The existing LED luminaires nearest the crossing will be upgraded to meet the required lighting intensity levels.

NDOT Eng./Contract Numbers N/A

Project Number: EA 60835

NDOT CR No. CL18-040

SHPO No.: N/A

BLM Report No. N/A

USFS Report No.: N/A

Prepared For: FHWA TAP-0003(237)

Contact Person: Alexis Thomas

Address: 1263 South Stewart Street

City: Carson City

State: NV

Zip Code: 89712

Telephone: 775-888-7478

Email: AThomas@dot.nv.gov

Principal Investigator: Mark Bowen

Company/Institution: Jacobs Engineering

Address: 2485 Natomas Park Boulevard

City: Sacramento

State: CA

Zip Code: 95833

Telephone: (916)286-0464

Email: mark.bowen2@jacobs.com

Project Location:

County: Clark

USGS 7.5' series Topographic Quadrangle: Las Vegas NE

Milepost: N/A

Legal Location

TRS: T20S, R61E

UTM: Zone 11 669853 m E 4003847 m N

Datum: NAD 83

Comments: N/A

Property Owner: Public right of way

Area of Potential Effects (APE): The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

DIRECT APE: The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing 0.039 acres. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses 0.188 acres.

INDIRECT EFFECTS: Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no Indirect APE is proposed. Air photo evidence indicates that all adjacent buildings, structures, and landscape features are less than 17 years in age.

Project Area Details

Physiographic Region: Basin and Range Province, Great Basin Section

Topography: Valley

Drainage: Colorado River Basin

Current Land Use: Urban, Travelway

Records Review (check all that apply)

Date: November 27, 2017; updated November 27, 2018

Site Maps on file at NDOT and on NVCRIS

No archaeological sites have previously been recorded within one mile of the APE. None are within the APE. One resource is listed on the NRHP but has been demolished. Due to the built environment in the area, none of these resources would be within the viewshed of the project.

Table 1. Previously Recorded Sites within One Mile of the Project

Nat Reg Ref #	Agency#	Era	Description	Address	NRHP
94000552	05-1954	Historic	The Green Shack	2504 East Fremont	Listed (Demolished)
Source: NVCRIS 2017/2018					

Five previous archaeological and architectural surveys have been conducted within one mile of the APE. None of these are within the current project area.

Table 2. Cultural Resource Management Inventories Previously Conducted within One Mile of the APE.

NADB#	Author (Year)	Report Title
12525	Lyneis et als. (1978)	Archaeological Element Historic Preservation Assessment and Planning Process City of Las Vegas
78	Hohmann et al. (2006)	A Class III Archaeological Survey of 20 Miles Along I-515 for Proposed Freeway Improvement
2889	Fielden, Robert (2008)	Section 106 McKnight Senior Village Phase II & III Historic Resources Survey Report
6558	Hohmann et al. (2009)	An Historic Architectural Survey of 20 Miles (2,763.5 Acres) Along I-515 for the Proposed Freeway Improvements Between I-15 and Foothills Drive

7437	20th Century Preservation (2009)	Mayfair Homes Historic Resources Survey and Inventory, City of Las Vegas
Source: NVCRIS 2017/2018		

List other institutions:

The author reviewed existing information on properties within the APE, including data concerning possible historic properties not yet identified. Resources used to identify historic properties within the project's APE included:

- the Clark County Assessor's website (<https://www.clarkcountynv.gov/assessor/Pages/RecordSearch.aspx>); and
- the Nevada Cultural Resource Inventory System (NVCRIS).

No architectural inventories have been conducted that include or are adjacent to the APE. No historic-era structures have been recorded adjacent to the APE. Within 1 mile of the APE, 590 Urban Architectural Resources have been recorded. None are within the viewshed of the proposed project area.

Results

Historic Maps

Results: Historic maps show that most of these locations have been developed recently.

Table 3. Historic Maps Consulted

Date	Title	Author
1907	Nevada-California Las Vegas Quadrangle.	USDI Geological Survey
1946	Map City of Las Vegas, Nevada Compiled by Pioneer Title Insurance & Trust Co.	Asher, Jack
1953	1953 Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1955	Map of Las Vegas and Vicinity, Clark County, Nevada	Campbell Reality Company
1956	Nevada Title Insurance Co. Compiled by Tyson Engineering Co.	Elliott, A.A.
Source: UNLV Library		

Parcel Table Attached to Report [Note: The proposed project APE does not intersect with any parcels that surround the project location. Therefore, no parcel information is provided here.]

Known Cultural Manifestations and/or Additional Information: N/A

Field Investigation: (check all that apply) None

Field Investigation Dates: N/A

Field Supervisor: N/A

Field Crew: N/A

Surface Visibility: There are no undisturbed areas within the APE.

Factors Affecting Visibility: The surface is entirely developed urban landscape.

Visual Walkover **Pedestrian Survey** **Shovel Test** **Screened** **Mesh Size**
Interval **5m** **10m** **15m** **30m** **Other (describe below)**

Comments: N/A

Describe Disturbances: The APE is entirely disturbed. The Direct APE comprises entirely paved roadbeds and concrete sidewalks.

Attach photographs documenting disturbances below: See Appendix I

Describe Methods: A Class I review of existing records was conducted and is outlined in this report. No pedestrian survey was warranted for this project.

Number of Shovel Test Unite Excavated: N/A

ARPA Permit for Test Units: N/A

Archaeology

Sites: No Archaeological Sites or Isolates exist in the APE.

Isolates

Isolate Table Attached

Sites

BLM Site No	USFS Site No.	Temp No.
Site No.	UTM	Text Field

Site Table Attached **Historic Context Attached** **Site Forms/ARA Attached**

Site No.	Justification
----------	---------------

Architecture

Based on a review of NVCRIS and the Clark County Assessor's Office, no structures of historic age are known in the APE.

Architectural Inventory and Results: N/A

Results

Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.

Archaeological records check has determined that the project area has the potential to contain archaeological resources.

Actual Area Surveyed: Acres

Hectares

Comments

Architectural Inventory has determined that architectural resources of historic age are present in the APE.

Finding of Effect

Management Recommendations

The report finds that this survey is negative and determines that there are No Historic Properties Affected

The report finds that this survey is positive and all cultural resources are determined 'not eligible' and that the project is determined as No Historic Properties Affected.

The report finds that this survey is positive, at least one cultural resource is determined 'eligible'.

It is recommended that NDOT/FHWA proceed with the proposed project as planned.

Native American Consultation documentation is prepared under a separate cover and is not addressed in this report.

Other Recommendations/Comments:

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, that the discovery must be reported to the Environmental Services Division, NDOT at (775) 888-7868 or (775) 888-7666 within 24 hours.

Attachments

- Figure showing project location within Nevada (Appendix I)
- USGS topographic map showing the project area (1:24,000 scale) (Appendix I)
- Aerial Photographs showing the project area, land use and survey methods (Appendix II)
- Photographs of the project area (Appendix I)
- Project Plans (if available) (Appendix I)

Other Attachments: Appendix I: Completed Screening Form set and SHPO letter

Prepared By: *Mark Tomer* Date: 12/12/18

Approved By: _____ Date: _____

APPENDIX I: PROJECT SCREENING FORM



MEMO

To: Alexis Thomas, Architectural Historian, Nevada Department of Transportation

From: Kristen Brown, Architectural Historian, SHPO

Date: December 4, 2016

Subject: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [28th Street], Las Vegas, Clark County Nevada

NDOT CR#:

EA: 60835

FHWA: TAP-0003(237)

Per Section V.A.3 of the *Programmatic Agreement Among the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Federal-Aid Transportation Projects in the State of Nevada*, NDOT has provided the State Historic Preservation Office (SHPO) with a screening form which seeks SHPO review of 1) the proposed Area of Potential Effect (APE) and 2) NDOT's proposed level of identification efforts for their proposed undertaking.

Per the information provided via the submitted Screening Form, the SHPO finds that:

- The direct APE as defined is adequate for this undertaking.
- The Indirect APE as defined (none needed) is adequate for this undertaking. The SHPO acknowledges that the area around the proposed work location does not appear to contain historic-age built resources, and that existing street lights will be upgraded. However, in the future, please note that construction of new medians, signage, and ramps does have a visual effect. Undertakings such as these generally include the adjacent parcels in the indirect APE.
- If the undertaking does not involve ground disturbance below that of the modern roadwork and storm drains, no archaeological survey is needed.

NDOT CULTURAL RESOURCE SCREENING FORM

PROJECT NAME: City of Las Vegas City Wide Pedestrian Improvements Phase 3 [28th Street]
NDOT CULTURAL RESOURCE NUMBER: [REDACTED]
EA: 00835 **FHWA:** TAP-0003(237) **NUMBER:** [REDACTED]
COUNTY: Clark **CITY:** Las Vegas
ROADS: 28th Street at Sunrise Avenue
FEDERAL FUNDING: [REDACTED] **STATE FUNDING:** [REDACTED] **FUNDING :** [REDACTED]
LAND OWNER: City of Las Vegas
POTENTIAL FEDERAL INVOLVEMENT:
DOC DATE: [REDACTED] **FORM DATE:** 11/26/2018

LOCATION: 28th Street at Sunrise Avenue Zone 11 669853 m E 4003847 m N

PROJECT DESCRIPTION: The Nevada Department of Transportation (NDOT) and the City of Las Vegas are proposing the construction of pedestrian safety upgrades including the installation of updated curbs, gutters, sidewalks, and pedestrian ramps, pedestrian refuge islands, and improvements to overhead lighting at three locations in the Las Vegas Metro Area. The three locations are: Michael Way at Maxine Place; 28th Street at Sunrise Acres Elementary School; and Penwood Avenue at Wing Street.

The project limits and specific elements for 28th Street are as follows:

- Upgrade existing street lighting
- Upgrade sidewalks, curbs, gutters, ADA ramps, and median islands within the existing ROW.

Details of proposed project improvements consist of:
Proposed improvements along 28th Street include a width reduction to the vehicle travel lanes with new bike lanes; installation of curb extensions located at the school crossing with concrete median island access control; advanced warning signs and pedestrian crossing signs; and pavement markings throughout the corridor including: vehicle and bike lane striping with legends, stop and yield lines, and crosswalks. The existing LED luminaires nearest the crossing will be upgraded to meet the required lighting intensity levels.

AREA OF POTENTIAL EFFECT: Area of Potential Effect:

The APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current public ROW. Please refer to Attachment A for a map displaying the APE.

The project area is completely developed urban streetscape consisting of paved roads, existing utility and drainage infrastructure, signage and traffic signals, businesses and residential neighborhoods. All activities will be conducted within existing public right of way.

Direct APE:

The project has the potential for direct impacts from construction activities and temporary staging areas. The Area of Direct Impacts (ADI) consists of a discreet area, encompassing approximately 0.039 acre. The ADI has been buffered by 10 meters (30 feet) to account for staging areas. The APE encompasses approximately 0.188 acres.

Indirect Effects:

Atmospheric and audible impacts during construction, such as noise and dust, are expected to be temporary and minimal, with baseline conditions fully restored after the project is complete. No new vertical project elements are being introduced at any of the three locations in the project and thus no Indirect APE is proposed.

NOTES: Level of Identification – Archaeology: An intensive pedestrian survey (Class III) will not be completed of the Direct APE based on the APE being entirely developed and urbanized. All work will be conducted within the existing right of way and will not extend below the previously disturbed road matrix. Based on NVCRIS review, two cultural resources studies have been previously performed within .25 miles of the APE and no archaeological sites have been previously identified within the Direct APE.

Level of Identification – Architectural History: No intensive pedestrian survey will be completed of the Direct APE as the direct APE does not include built-environment structures or buildings. Roadway and sidewalks are from the mid/late 1900s.

Literature Review

CLASS 1 LIT SEARCH:	Yes	List:	NVCRIS review completed on November 27, 2017 by Jane Wiegand (laches) and shapefiles provided by Jane Wiegand.
RECORDS REVIEW:	Yes	List:	NVCRIS
PROJECT PLANS:	No	AS BUILT PROJECT PLANS:	No
AERIAL PHOTOGRAPHS:	Yes	List:	www.HistoricAerials.com 1950, 1963, 1965, 1969, 1970, 1972-1976, 1978, 1980, 1983, 1987, 2004
HISTORIC MAPS:	Yes	List:	UNLV Historic Las Vegas Maps
TOPOGRAPHIC MAPS:	Yes	List:	Las Vegas NW 1952, 1967, 1973, 1984, 1967/PR1983
ROW OWNERSHIP PARCEL DATA:	Yes	List:	NDOT
COUNTY ASSESSOR DATA:	Yes	List:	See Attachment A

NVCRIS Date: 11/27/2017

Other: List:

SHPO Screening Form Review Date:

SHPO Comments:

Minor Project: Yes List:

Field Review

FIELD REVIEW: No **FIELD REVIEW METHODS:** NA

PEDESTRIAN SURVEY (Class III): No

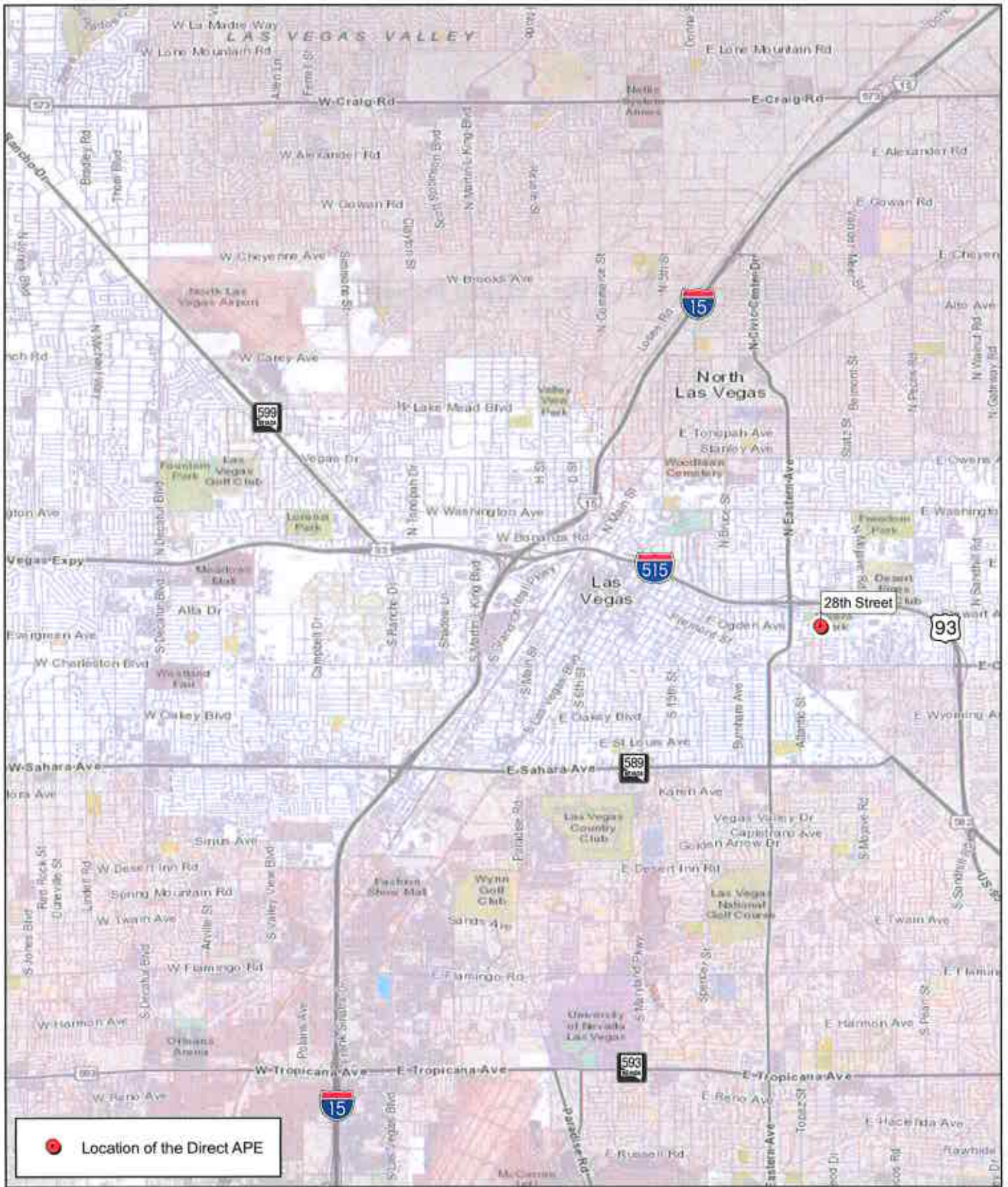
IF NO FIELD SURVEY CONDUCTED, DESCRIBE WHY NOT:

All pedestrian crossing improvement work to take place within existing road/sidewalk ROW and within areas of Las Vegas which is heavily urbanized and developed.

Attachment A: Map of the APE and Proposed Project Elements:

Attachment Project Area Photographs to Support the APE Setting:

Attachment A: Map of the APE and Proposed Project Elements



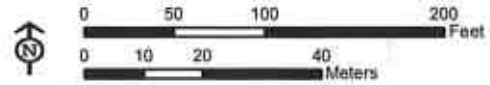
City of Las Vegas City Wide Pedestrian Improvements Phase 3
 Clark County, Nevada
 28th Street
 Project Overview

Date: 11/26/2018



Legend:

- Direct APE
- Area of Direct Impacts Plus 10 Meter Buffer (Staging)
- Clark County Parcels



City of Las Vegas City Wide Pedestrian Improvements Phase 3
28th Street
EA Number: 60835
Area of Potential Effects

Date: 11/26/2018

Attachment B

Project Area Photographs to Support the APE Setting

28th Street at Sunrise Avenue



Figure 1. 28th Street between Sunrise Avenue and Stewart Avenue, looking south. Source: Google Maps April 2018



Figure 2. 28th Street north of Sunrise Avenue, looking north. Source: Google Maps April 2018



Figure 3. 28th Street north of Sunrise Avenue, looking north.

Source: Google Maps April 2018



Figure 2. 28th Street just north of Valley Street, looking north.

Source: Google Maps April 2018

APPENDIX II: HISTORIC AIR PHOTOS AND MAPS

28th Street at Sunrise Elementary School Historic Air Photos and Maps



Figure 1. 28th Street between Sunrise Avenue and Stewart Avenue, Year 2000. Source: HistoricAerials.com, November 2018



Figure 2. 28th Street between Sunrise Avenue and Stewart Avenue, Year 2017. Complete alteration of area since 2000.
Source: Google Maps November 2018

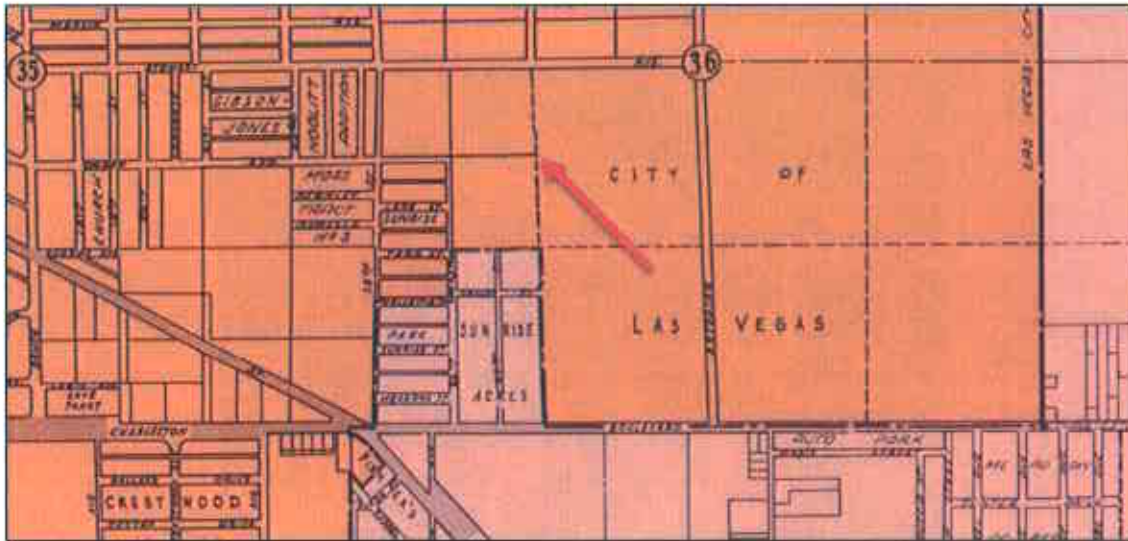


Figure 3. Project Area 1953. Development not complete but located within City Limits.

Source: UNLV Maps (<https://digital.library.unlv.edu/collections/maps>). Accessed Nov 27, 2018

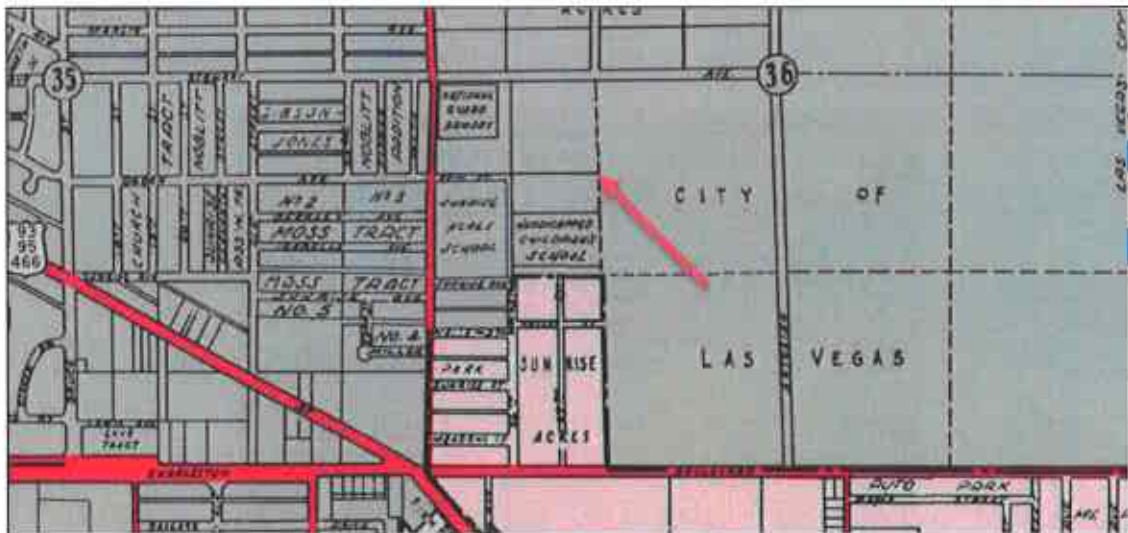


Figure 2. Project Area 1955. Schools in area under construction.

Source: UNLV Maps (<https://digital.library.unlv.edu/collections/maps>). Accessed Nov 27, 2018



MEMO

To: Alexis Thomas, Nevada Department of Transportation

From: Kristen Brown, Architectural Historian, SHPO

Date: March 18, 2019

Subject: McCarran Blvd. & Barring Blvd. Round-a-bout, Sparks, Washoe County, Nevada

NDOT CR#: WA19-003
EA: 74193
FHWA: SI-0191(093)

Per Section V.A.3 of the *Programmatic Agreement Among the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Federal-Aid Transportation Projects in the State of Nevada*, NDOT has provided the State Historic Preservation Office (SHPO) with a screening form which seeks SHPO review of 1) the proposed Area of Potential Effect (APE) and 2) NDOT's proposed level of identification efforts for their proposed undertaking.

Per the information provided via the submitted Screening Form, the SHPO finds that:

- The direct APE as defined is adequate for this undertaking.
- The Indirect APE as defined (adjacent parcels) is adequate for this undertaking.
- The proposed identification effort is adequate for this undertaking.

Nevada Cultural Resources Short Report

Author: Alexis Thomas

Date: 3/18/2019

Project Title: McCarran Blvd. and Baring Blvd. Round-a-bout

Project Overview

Project Description: Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), and the City of Sparks are proposing to install a two-lane round-a-bout and bike lanes at the intersection of McCarran Boulevard and Baring Boulevard in Sparks, Washoe County, Nevada. Additionally, the project proposes to reconstruct curbs, gutters, and sidewalks. No new vertical elements are proposed. Existing lighting and signage will be replaced in-kind. The project proposes to realign McCarran Boulevard approximately 50 feet northeast of its current alignment. The land that will be used is a disturbed parcel of land owned by NDOT.

NDOT Contract No.: N/A

Project No.: 74193

NDOT CR No.: WA19-008

SHPO No.: N/A

BLM No.: N/A

USFS Report No.: N/A

Prepared For: Nevada Department of Transportation **FHWA#:** SI-0191(093)

Contact Person: Alexis K. Thomas

Address: 1263 S. Stewart St.

City: Carson City

State: NV

ZIP Code: 89712

Telephone: (775) 888-7478

Email: athomas@dot.nv.gov

Company/ Institution: Nevada Department of Transportation

Address: 1263 South Stewart Street

City: Carson City

State: NV

ZIP Code: 89712

Telephone: 775-888-7478

Email: athomas@dot.nv.gov

Project Location Information

County: Washoe

USGS 7.5' Series Topographic Quadrangle: Vista, NV (1975)

Milepost Limits:

UTM: Zone 11N

Datum: NAD 1983

Property Owner: NDOT/City of Sparks/Private

Project Area Details

Area of Potential Effect (APE): The project is confined to the NDOT ROW, a heavily disturbed transportation corridor with existing vertical elements. The Direct APE will be confined to the NDOT ROW and will not extend into the adjacent parcels. The Indirect APE takes into account indirect impacts, such as visual, atmospheric, and audible impacts of the proposed project. Atmospheric and audible impacts are expected but will be temporary and minimal. Because the roadway will be minimally realigned, the parcels immediately adjacent to the proposed location of the round-a-bout have been added to the Indirect APE in good faith. No new vertical elements are proposed. As a result, the Indirect APE is defined as one parcel back from the Direct APE.

Comments:

Records Review (check all that apply)

Date of Review: 3/18/2019

Site Maps on file at NDOT and NVCRIS

List other Institutions:

Cemetery

Historic Maps

Architectural Resources/Parcels (APN):

Table 1. Parcels in the APE

APN	Address	Year Built	Notes
2843230			Vacant Lot (Nevada DOT)
3609411	2901 North Truckee Lane		Shelly Park
2843229	2900 North Truckee Lane		
2843223	3042 Shari Way	1975	
2843222	3051 Meadowlands Drive	1975	
2843221	3053 Meadowlands Drive	1975	
2843220	3055 Meadowlands Drive	1975	
2843219	3057 Meadowlands Drive	1975	
2843217	3061 Meadowlands Drive	1976	
2843216	3063 Meadowlands Drive	1976	
2843215	3065 Meadowlands Drive	1976	
2843214	3067 Meadowlands Drive	1976	
2843213	3069 Meadowlands Drive	1976	
2843218	3059 Meadowlands Drive	1976	
2843212	3071 Meadowlands Drive	1976	
2845123	642 La Grange Court	1979	
2819114	440 East Gault Way	1981	
2819118	500 East Gault Way	1981	
2819110	360 East Gault Way	1981	
2819111	390 East Gault Way	1981	
2819113	420 East Gault Way	1981	
2819115	460 East Gault Way	1981	
2819116	480 East Gault Way	1981	
2819117	490 East Gault Way	1981	
2819112	410 East Gault Way	1981	

2819109	340 East Gault Way	1981	
2819108	320 Easy Gault Way	1981	

Historic Map Review:

Field Investigation

Date: 3/20/2019

Field Supervisor: Alexis Thomas

Field Personnel: David Rigtrup

Surface Visibility: Good

Factors Affecting Visibility: None

Type of Investigation (Ped Survey, Visual Walkover, Shovel Test): Pedestrian Survey

Disturbance Description (Attach Photos):



Figure 1. The proposed project location is the intersection of McCarran Boulevard and Baring Boulevard. Both are heavily disturbed transportation corridors with medians and existing vertical elements, such as traffic lights and lighting. View south.



Figure 2. The intersection presents several traffic medians, traffic lights and light poles (approximately 60 feet in height), and pedestrian crossings. View west.



Figure 3. The vacant lot at the north end of the project area. The lot was once used as to grow trees and was leased to the City of Sparks. The area has been continually disturbed and bladed. View west.

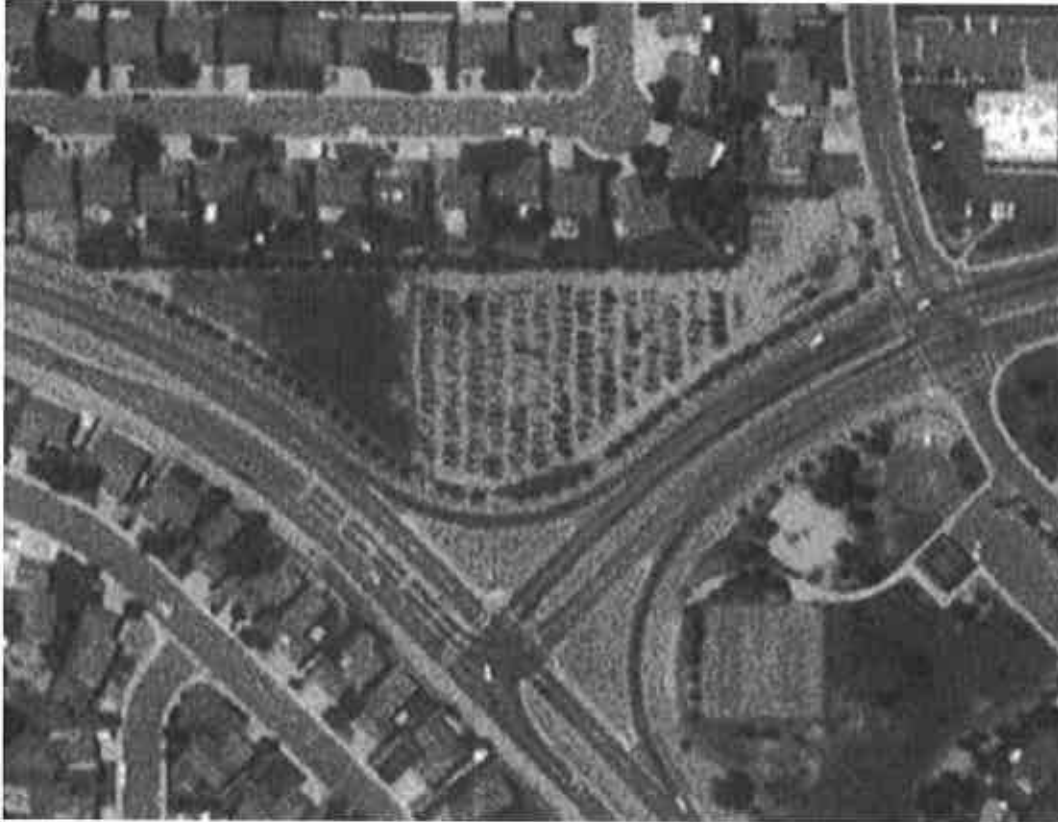


Figure 4. Google Earth aerials from 1994 show the presence of a tree farm on the vacant lot. (Source: Google Earth)

Describe Methods: NDOT cultural-resource specialists conducted a pedestrian survey of the vacant lot to confirm the area has been disturbed. The lot is owned by NDOT and was once leased to the City of Sparks to grow Christmas trees. The area has been continually disturbed as a result. There are currently tire tracks, placed rock barriers, and a graveled walkway located within the boundaries of the lot. The lot is also surrounded by a chain-link fence and a locked gate located at the eastern edge.

Results

- Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- Class III has located no archaeological resources in the project area.
- An architectural review has located no historic-era structures or objects in the project area.

Acres Surveyed: 27

Hectares Surveyed: 11

Management Recommendations

- The report finds that this survey is negative and determines that there are No Historic Properties Affected.

The report finds that this survey is positive and all cultural resources are determined 'not eligible' and that the project is determined as No Historic Properties Affected.

The report finds that this survey is positive, at least one cultural resource is determined 'eligible', those eligible resources will be avoided by the project (described below) and that the project is determined as No Historic Properties Affected.

Additional Comments:

Native American Consultation

*If any artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, the discovery must be reported to the NDOT Environmental Services Division at (775) 888-7666 or (775) 888-7488 within 24 hours.

References

Attachments

- Figure showing project location within Nevada
- USGS topographic map showing the project area (1:24,000 scale)
- Aerial Photographs showing the project area, land use and survey methods.
- Photographs of the project area
- Project Plans (if available)
- Other Attachments.

Prepared By: _____ Date: _____

Approved By: _____ Date: _____

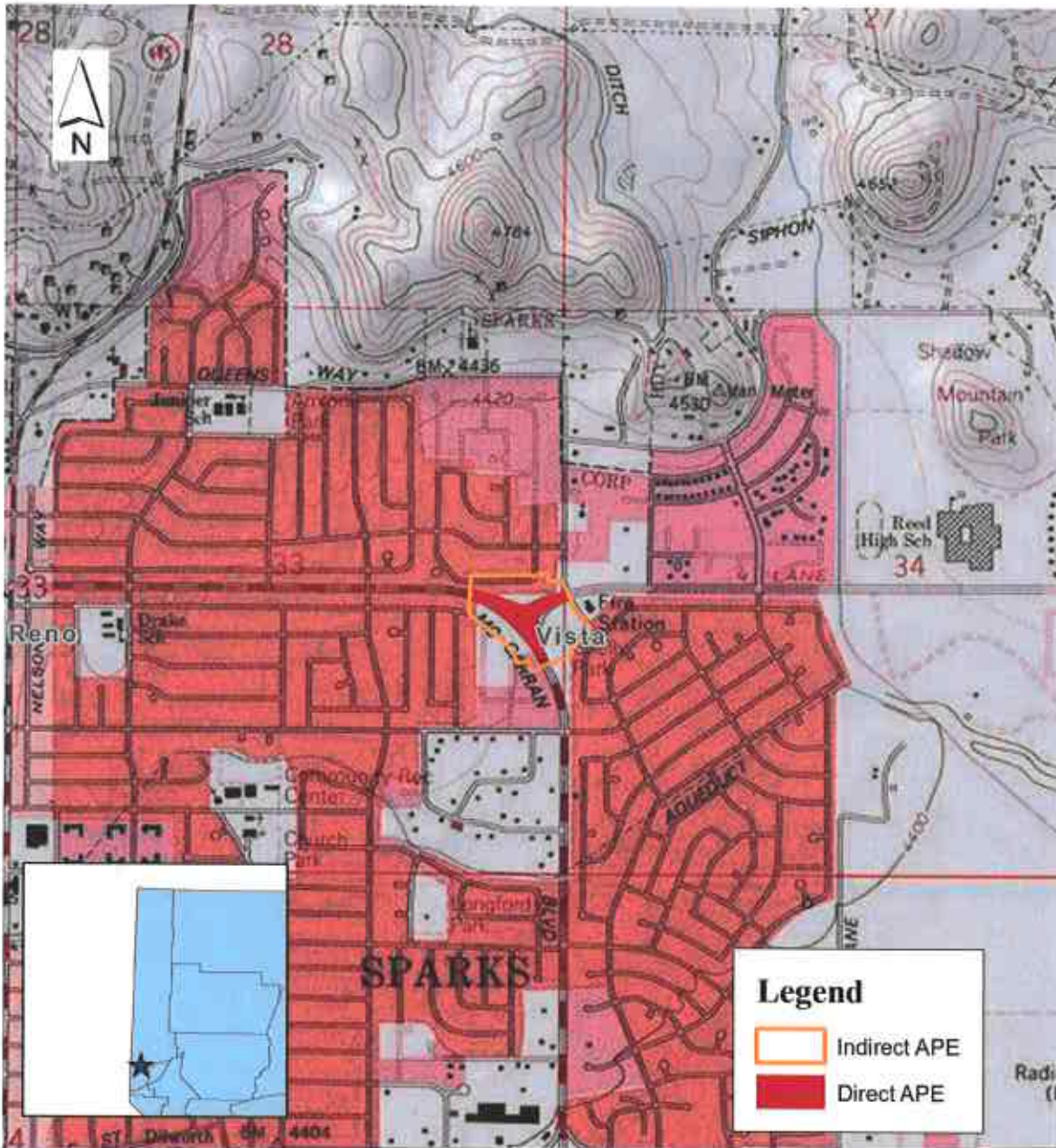
Methodology

No previous architectural or archaeological inventories had been conducted in the area of the APE. NDOT conducted field work in March of 2019 to assess whether the vacant lot within the APE presented archaeological and historic-age materials. Alexis Thomas, NDOT Architectural Historian, supervised the fieldwork and preparation of the report. Dave Rigtrup, NDOT Archaeologist, completed the archaeological inventory of the vacant lot.

Survey Results

NDOT identified 27 parcels located within or intersecting the APE. Of those 27 parcels, none contained historic-age resources built during or before 1969 (the cut-off year for historic-age resources). As a result, no ARA forms were produced.

Attachment 1: Maps



Project Location: Intersection of McCarran Blvd. and Barring Blvd.

Sparks, Washoe County, Nevada

NDOT EA No.: 74193

7.5' Quad: Vista, NV

Datum: NAD 1983, UTM Zone 11N

1:24,000





Project Location: Intersection of McCarran Blvd. and Barring Blvd.

Sparks, Washoe County, Nevada

NDOT EA No.: 74193

7.5' Quad: Vista, NV

Datum: NAD 1983, UTM Zone 11N

1:5,000



Attachment 2: SHPO Correspondence



MEMO

To: Alexis Thomas, Nevada Department of Transportation

From: Kristen Brown, Architectural Historian, SHPO

Date: March 18, 2019

Subject: McCarran Blvd. & Barring Blvd. Round-a-bout, Sparks, Washoe County, Nevada

NDOT CR#: WA19-003
EA: 74193
FHWA: SI-0191(093)

Per Section V.A.3 of the *Programmatic Agreement Among the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Federal-Aid Transportation Projects in the State of Nevada*, NDOT has provided the State Historic Preservation Office (SHPO) with a screening form which seeks SHPO review of 1) the proposed Area of Potential Effect (APE) and 2) NDOT's proposed level of identification efforts for their proposed undertaking.

Per the information provided via the submitted Screening Form, the SHPO finds that:

- The direct APE as defined is adequate for this undertaking.
- The Indirect APE as defined (adjacent parcels) is adequate for this undertaking.
- The proposed identification effort is adequate for this undertaking.

NDOT CULTURAL RESOURCE SCREENING FORM

PROJECT NAME: McCarron Blvd. & Barring Blvd. Round-a-bout
NDOT CULTURAL RESOURCE NUMBER: WA19-003
EA: 74193 **FHWA:** SI-0191(093) **OTHER NUMBER:**
COUNTY: Washoe **CITY:** Sparks
ROADS: McCarran Blvd/Barring Blvd.
FEDERAL FUNDING: Yes **STATE FUNDING:** Yes **FUNDING OTHER:**
LAND OWNER: NDOT/City of Sparks
OTHER POTENTIAL FEDERAL INVOLVEMENT:
DOC DATE: 07/15/2019 **FORM DATE:** 03/18/2019

LOCATION:

PROJECT DESCRIPTION: NDOT, FHWA, and City of Sparks are proposing to install a two-lane round-a-bout and bike lanes at the intersection of McCarran Boulevard and Baring Boulevard in Sparks, Washoe County, Nevada. Additionally, the project proposes to reconstruct curbs, gutters, and sidewalks. No new vertical elements are proposed. Existing lighting and signage will be replaced in-kind. A project proposes to realign a small section of McCarran Boulevard approximately 50 feet northeast of its current alignment. The land that will be used is a disturbed parcel of land owned by NDOT.

AREA OF POTENTIAL EFFECT: The project is confined to NDOT and City of Sparks ROW, both heavily disturbed transportation corridors with existing vertical elements. The Direct APE will be confined to the NDOT and City of Sparks ROW and will not extend into the adjacent parcels. The Indirect APE takes into account indirect impacts, such as visual, atmospheric, and audible impacts of the proposed project. Atmospheric and audible impacts during construction, such as noise and dust, are expected but will be temporary and minimal. Because the roadway will be minimally realigned, the parcels immediately adjacent to the proposed location of the round-a-bout have been added to the Indirect APE in good faith. No new vertical elements are proposed. As a result, the Indirect APE is defined as one parcel back from the Direct APE.

NOTES: The resources located adjacent to the proposed project locations were constructed after 1974.

Literature Review

CLASS 1 LIT SEARCH: Yes	List: NVCRIS, NDOT CR Inventory
RECORDS REVIEW: Yes	List: NVCRIS, NDOT CR Inventory, Historic Maps, Historic Aerials
PROJECT PLANS: Yes	AS BUILT PROJECT PLANS: Yes
AERIAL PHOTOGRAPHS: Yes	List: Historicaerials.com
HISTORIC MAPS: Yes	List: Historic Topos

TOPOGRAPHIC MAPS: Yes List: Vista, NV (1957); Vista, NV (1975)

ROW OWNERSHIP PARCEL DATA: Yes List: Washoe County

COUNTY ASSESSOR DATA: Yes List: Washoe County

NVCRIS: Yes NVCRIS Date: 03/18/2019

Other: List:

SHPO Screening Form Review Date:

SHPO Comments:

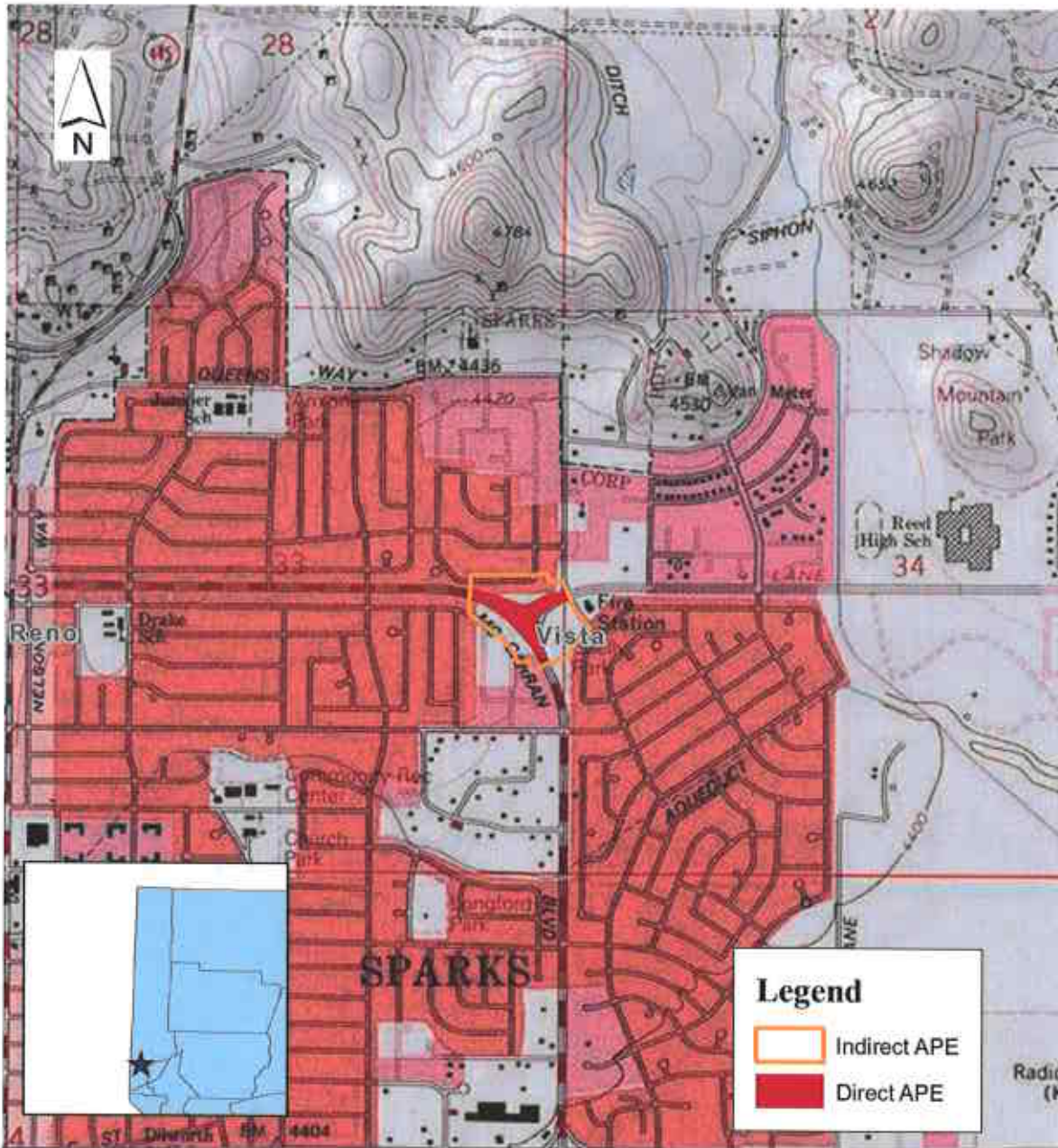
Minor Project: True List: 1, 2, 17, 20, and 21

Field Review

FIELD REVIEW: Yes FIELD REVIEW METHODS: Pedestrian survey of disturbed vacant lot (within NDOT ROW).

PEDESTRIAN SURVEY (Class III): Yes

IF NO FIELD SURVEY CONDUCTED, DESCRIBE WHY NOT:



Project Location: Intersection of McCarran Blvd. and Barring Blvd.

Sparks, Washoe County, Nevada

NDOT EA No.: 74193

7.5' Quad: Vista, NV

Datum: NAD 1983, UTM Zone 11N

1:24,000





**Project Location: Intersection of McCarran Blvd. and Barring Blvd.
Sparks, Washoe County, Nevada
NDOT EA No.: 74193
7.5' Quad: Vista, NV
Datum: NAD 1983, UTM Zone 11N**

1:5,000

