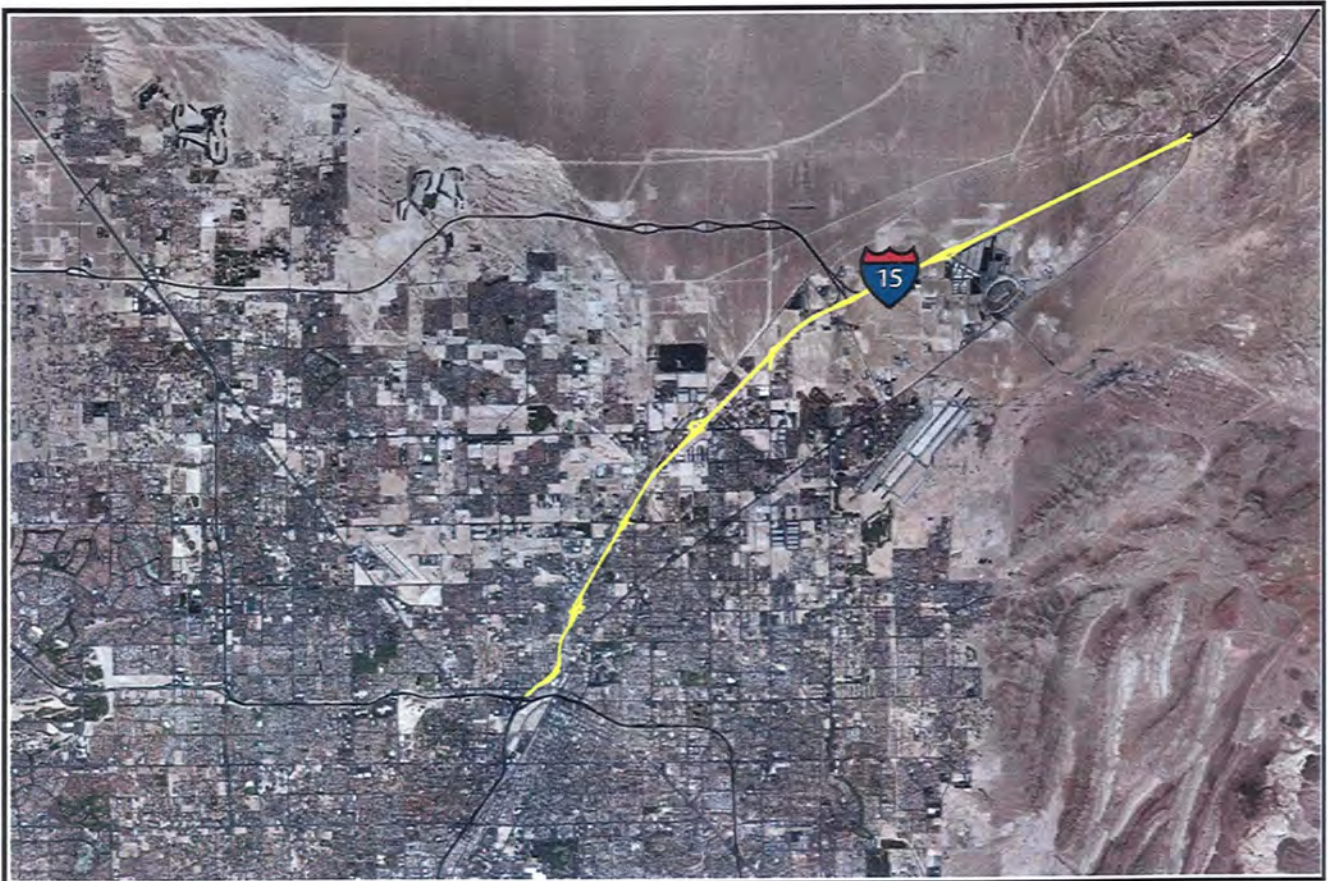


# ***Environmental Assessment***

**Federal Highway Administration,  
Nevada Department of Transportation**

**FHWA-NV-EA 06.01**

**MAY 2007**



## ***I-15 Improvements, US-95 to Apex***

**Clark County, Nevada**



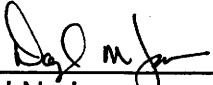
# ENVIRONMENTAL ASSESSMENT

for


I-15 IMPROVEMENTS, US-95 TO APEX

FHWA-NV-EA 06.01  
EA#73028  
Federal # NH-015-1(125)043

MAY 2007

Approved by:   
Daryl N. James  
Environmental Services Division  
Nevada Department of Transportation

Date: 5/9/07

Approved by:   
Abdelmoez A. Abdalla  
Environmental Program Manager  
U.S. Department of Transportation  
Federal Highway Administration

Date: 5/18/07

The following persons may be contacted for additional information concerning this document:

Abdelmoez A. Abdalla  
Environmental Program Manager  
U.S. Department of Transportation  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, NV 89701  
(775) 687-1231

Daryl N. James  
Environmental Services Division  
Nevada Department of  
Transportation  
1263 S. Stewart Street  
Carson City, NV 89712  
(775) 888-7013

This Environmental Assessment has been prepared in accordance with the provisions and requirements of Chapter 1, Title 23 USC, 23CFR Part 771, relating to the implementation of the National Environmental Policy Act of 1969.

**TABLE OF CONTENTS**

<u>Section</u>	<u>Page No.</u>
List of Mitigation Measures.....	1
Glossary of Acronyms and Abbreviations .....	3
<b>I Preferred Alternative.....</b>	<b>4</b>
A. Description .....	4
B. Purpose and Need .....	16
C. Project Alternatives .....	20
<b>II Environmental Impacts and Mitigation .....</b>	<b>21</b>
A. Areas of No Impact .....	21
B. Social Considerations .....	21
C. Land Use, Zoning, Community Facilities and Neighborhoods.....	25
D. Air Quality.....	32
E. Noise .....	38
F. Cultural Resources.....	51
G. Water Quality .....	52
H. Floodplains and Hydraulic Assessment.....	53
I. Biological Resources .....	53
J. Indirect and Cumulative Effects .....	58
<b>III Agency Coordination and Public Involvement .....</b>	<b>62</b>
A. Intent-to-Study Letter .....	62
B. Public Information Meeting .....	62
C. Other Public Outreach Efforts .....	62

**LIST OF FIGURES**

<u>Figure No.</u>	<u>Page No.</u>
I-1 Location Map.....	5
I-2 Proposed Project Area.....	6
I-3 Project Plan (Sheets 1 through 14).....	7 through 14
I-4 2030 No-Build Scenario Level of Service .....	18
I-5 2030 Build Scenario Level of Service .....	19
II-1 Proposed Project Area Census Block Groups.....	22
II-2 Existing Land Use and Community Facilities (sheets 1 & 2).....	26 & 27
II-3 Future Land Use .....	29
II-4 Air Quality Receptor Locations .....	33
II-5 U.S. Annual Vehicle Miles Traveled (VMT) vs. Mobil Source Air Toxics Emissions, 2000-2020 .....	37
II-6 Typical Sounds and Their Corresponding Noise Levels.....	39
II-7 Noise Measurement Locations/Noise Contour Maps (sheets 1 through 4).....	41 through 44

LIST OF TABLES

<u>Table No.</u>		<u>Page No.</u>
II-1	Population Change for the State of Nevada, Clark County and Local Jurisdictions between 1990 and 2000.....	23
II-2	Predicted Year 2030 CO Concentrations: No-Build Alternative .....	34
II-3	Predicted Year 2030 CO Concentrations: Build Alternative .....	34
II-4	Predicted Year 2030 PM <sub>10</sub> Concentrations: No Build Alternative .....	35
II-5	Predicted Year 2030 PM <sub>10</sub> Concentrations: Build Alternative .....	35
II-6	FHWA Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Level in Decibels.....	38
II-7	Noise Measurement Results for Noise Sensitive Areas 1 through 7.....	40
II-8	Year 2030 Predicted No-Build Noise Levels.....	47
II-9	Existing and Future 2030 Build Noise Levels, Impacts and Mitigation Summary.....	48
II-10	Plant Species of Concern in the Proposed Project Area .....	54
II-11	Animal Species of Concern in the Proposed Project Area .....	55

**APPENDICES**

- A Intent-to-Study Letter and Distribution List
- B Agency Correspondence
- C Public Information Meeting Advertisement, Public Comments, and Responses
- D Procedures for Abatement of Highway Traffic Noise and Construction Noise

**List of Mitigation Measures**

The following list describes measures that would be implemented as part of the project to avoid, reduce, or otherwise mitigate environmental impacts associated with the proposed project.

Mitigation measures and actions to comply with federal, state, and local laws/regulations in the areas of noise, air quality, water quality, as well as those listed below are specified in the contract documents.

The following mitigation measures and commitments are not subject to change without written approval from the Federal Highway Administration. The proposed project is anticipated to be construction through one or more Design-Build contracts. The Design-Builder, as both the final designer and contractor of the proposed project, will have the responsibility of ensuring that the following mitigation measures and commitments are implemented.

## Design Responsibilities:

<b>EA Page Number Reference</b>	<b>Mitigation Category</b>	<b>Description of Mitigation Measure(s) and Commitments</b>
p. 32 p. 50	Noise	Noise Barriers will be designed and constructed to mitigate noise impacts to schools and residential areas. Noise barriers totaling 15,481 linear feet and ranging in height from eight feet to 16 feet will be constructed for NSAs 1, 3, 4, 5 and 7.

## Project Contractor Responsibilities:

<b>EA Page Number Reference</b>	<b>Mitigation Category</b>	<b>Description of Mitigation Measure(s) and Commitments</b>
p. 36	Air Quality	Contract specifications will require the contractor to obtain and comply with a Dust Control Permit for Construction Activities issued by the Clark County Department of Air Quality Management (CCDAQM). In addition, the contractor must comply with all Federal, State, and local laws, ordinances, and regulations governing air pollution control.
p. 32 p. 50	Noise	Contract specifications will require the contractor to implement noise mitigation measures during construction. Where existing noise barriers must be removed to widen the highway, new noise barriers will be constructed prior to demolition of the existing barriers. In addition, new at-grade noise barriers will be constructed prior to starting construction activities in adjacent highway areas. The proposed at-grade noise barrier adjacent to James Gay Park will be constructed prior to construction activities in highway areas. The proposed noise barrier adjacent to the Ethel Pearson Park will be constructed concurrently with the proposed retaining walls and bridge structures.
p. 52	Surface Water Quality	The contractor will develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) in compliance with NDOT's construction site Best Management Practices (BMPs) Manual.

EA Page Number Reference	Mitigation Category	Description of Mitigation Measure(s) and Commitments
p. 57	Plant Species	In accordance with the Clark County Multiple Species Habitat Conservation Plan (MSHCP), construction activities will avoid Las Vegas Bear Poppies in proposed construction areas. Any unavoidable loss of plants will be documented. The removal or destruction of Las Vegas Bear Poppies will be performed under the "Conditional Permit for Disturbance or Destruction of Critically Endangered Species in Clark County: Las Vegas Bear Poppy", issued by the Nevada Division of Forestry. The proposed project right-of-way and staging areas will be surveyed for the presence of Las Vegas Bear Poppy and Las Vegas Buckwheat plants prior to the start of construction. Any cacti or yuccas that may be impacted with the proposed project will be moved and utilized as drought-tolerant landscaping within the proposed project area. These activities will be monitored by a biologist familiar with the care and handling of these unique plants.
p. 57	Noxious Weeds	A weed management plan will be implemented to keep the spread of exotic invasive species to a minimum. The plan will include minimizing the spread of seeds and plant parts with contaminated equipment.
p. 57	Wildlife Species	A qualified biologist will relocate any Desert Tortoise found within the limits of construction activities. Where Desert Tortoises may be present, use of the USFWS standard approved fencing along the right-of-way will prevent entry to the Desert Tortoise. Fencing the right-of-way will be completed as the first order of construction. NDOW Gila Monster protocols will be followed.
p. 57	Migratory Birds	Vegetation removal will be constructed in accordance with the Migratory Bird Treaty Act (MBTA) of 1918. Removal of vegetation will be scheduled to occur outside breeding season (active breeding season is March 15 <sup>th</sup> – July 30 <sup>th</sup> ). Should the breeding season be unavoidable, the area to be disturbed will be surveyed for nests prior to implementation. If active nests with eggs or chicks are found, the area around the nest will be avoided. These nests will remain protected until such time as the birds have fledged the nest.

## GLOSSARY OF ACRONYMS AND ABBREVIATIONS

AFB	Air Force Base
APE	Area of Potential Effect
BLM	Bureau of Land Management
BMP	Best Management Practices
CCDAQM	Clark County Department of Air Quality Management
CCRFCDD	Clark County Regional Flood Control District
CDP	Census Designated Place
CEQ	Council of Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DAQEM	Department of Air Quality and Environmental Management
dBA	A-weighted sound level in decibels
EA	Environmental Assessment
E.O.	Executive Order
FAST	Freeway Arterial Systems of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
ITS	Intelligent Transportation System
Leq(h)	Average decibels over one hour
LOS	Level of Service
LVVWD	Las Vegas Valley Water District
MBTA	Migratory Bird Treaty Act
MSATs	Mobile Source Air Toxics
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NNHP	Nevada Natural Heritage Program
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRS	Nevada revised Statutes
NSA	Noise Sensitive Area
O <sub>3</sub>	Ozone
PM <sub>10</sub>	Particulate Matter with aerodynamic diameter less than 10 micrometers
ppm	Parts per Million
PUD	Planned Unit Development
RTC	Regional Transportation Commission
RTP	Regional Transportation Plan
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
SWPPP	Storm Water Pollution Prevention Plan
TIP	Transportation Improvement Program
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

## I. Preferred Alternative

### A. Description

The proposed project would provide improvements to the I-15 Freeway for a distance of approximately 15 miles from the US-95 Spaghetti Bowl Interchange in Downtown Las Vegas to the Apex Interchange in unincorporated Clark County, Nevada (Figure I-1). As shown in Figure I-2, the proposed project includes areas within the City of Las Vegas, the City of North Las Vegas, and unincorporated Clark County.

The proposed project includes:

- widening of I-15 from six lanes to 10 lanes from US 95 (Spaghetti Bowl Interchange) to Lake Mead Boulevard, including re-alignment of the on-ramps and off-ramps for interchanges from US-95 to Lake Mead Boulevard;
- widening of I-15 from four and five lanes to eight lanes from Lake Mead Boulevard to Craig Road;
- widening of I-15 from four lanes to six lanes from Craig Road to the Apex Interchange;
- reconfiguration of the Lake Mead Boulevard Interchange;
- new ramps at the I-15/I-215 Beltway Interchange;
- a new interchange between Speedway Boulevard and the Apex Interchange;
- auxiliary lanes between interchanges from US-95 to Speedway Boulevard;
- a new connection road linking "D" Street and "F" Street between I-15 and Bonanza Road; and,
- a Freeway Management System, including dynamic message signs, ramp metering, and closed-circuit television cameras.

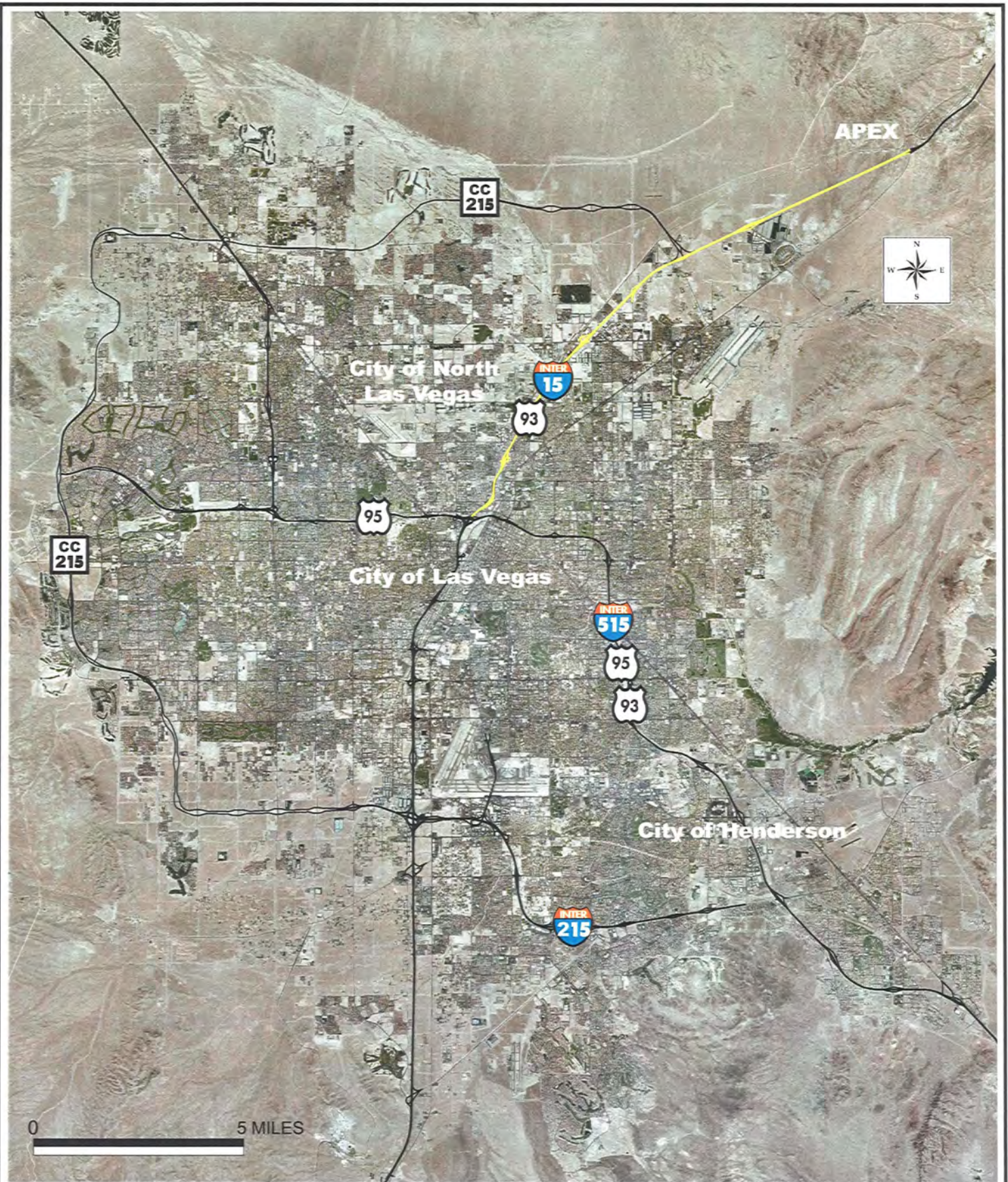
Figure I-3, Sheets 1 through 8, shows the proposed project.

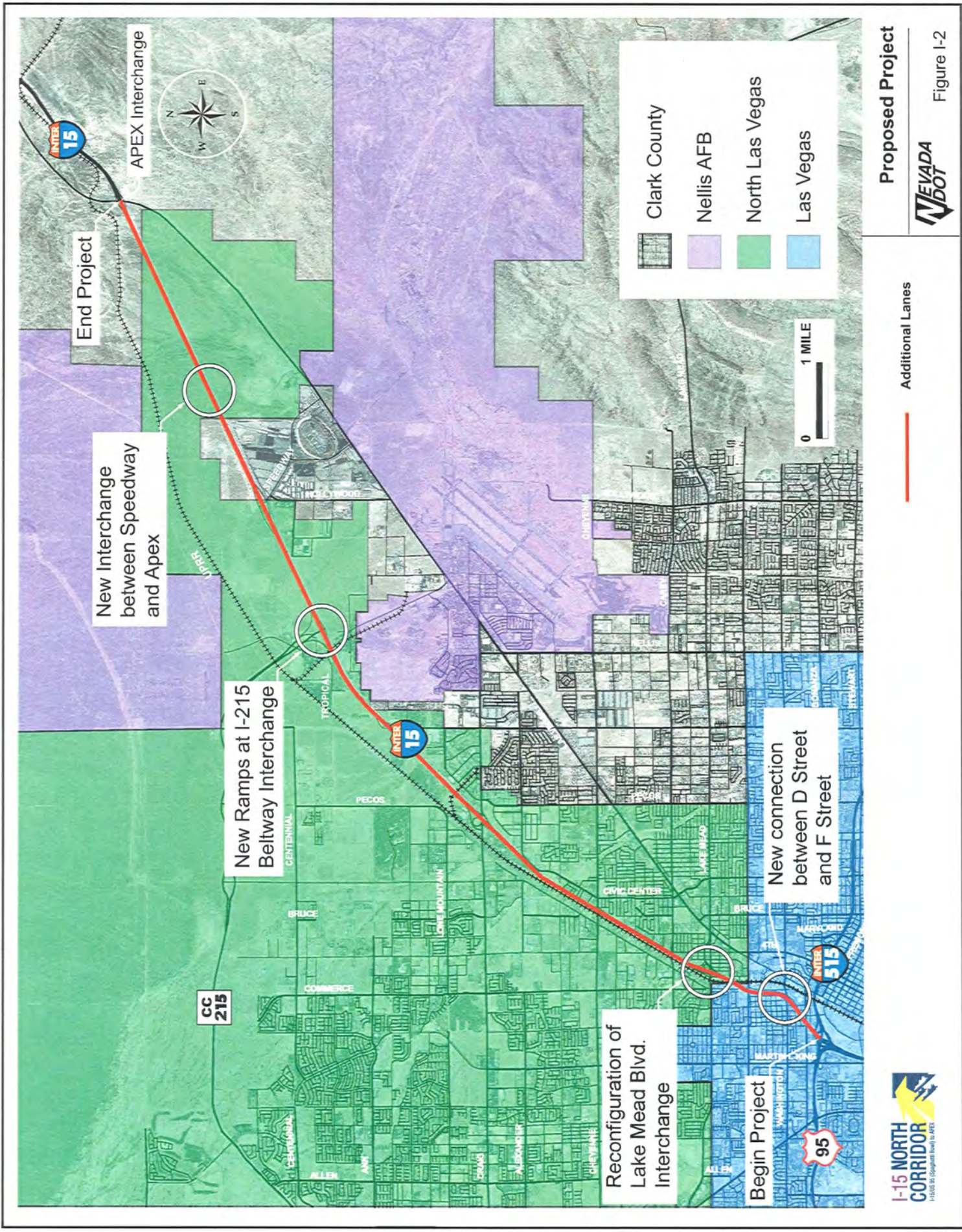
From US-95 to Lake Mead Boulevard, the I-15 Freeway would be expanded by adding lanes to the median and outside of the Freeway. Braided ramps would be provided between the US-95 Interchange and the "D" Street/Washington Avenue Interchange. Where I-15 crosses over "D" Street and "F" Street, a connector road is proposed linking these two streets. The connection road would realign "D" Street east of I-15 to intersect with Bonanza Road at "F" Street. This action includes the closure of "F" Street under I-15 and a cul-de-sac for the former "D" Street alignment between Bonanza Road and I-15.

From Lake Mead Boulevard to Speedway Boulevard, the I-15 Freeway would be expanded by adding lanes to the median and outside of the Freeway.

The Lake Mead Boulevard Interchange would be reconfigured to a modified single point urban interchange. The proposed improvement would eliminate the existing left lane merge from westbound Lake Mead Boulevard to southbound I-15 and provide new access to northbound







End Project

New Interchange  
between Speedway  
and Apex

New Ramps at I-215  
Beltway Interchange

Reconfiguration of  
Lake Mead Blvd.  
Interchange

Begin Project

New connection  
between D Street  
and F Street

APEX Interchange

CC  
215

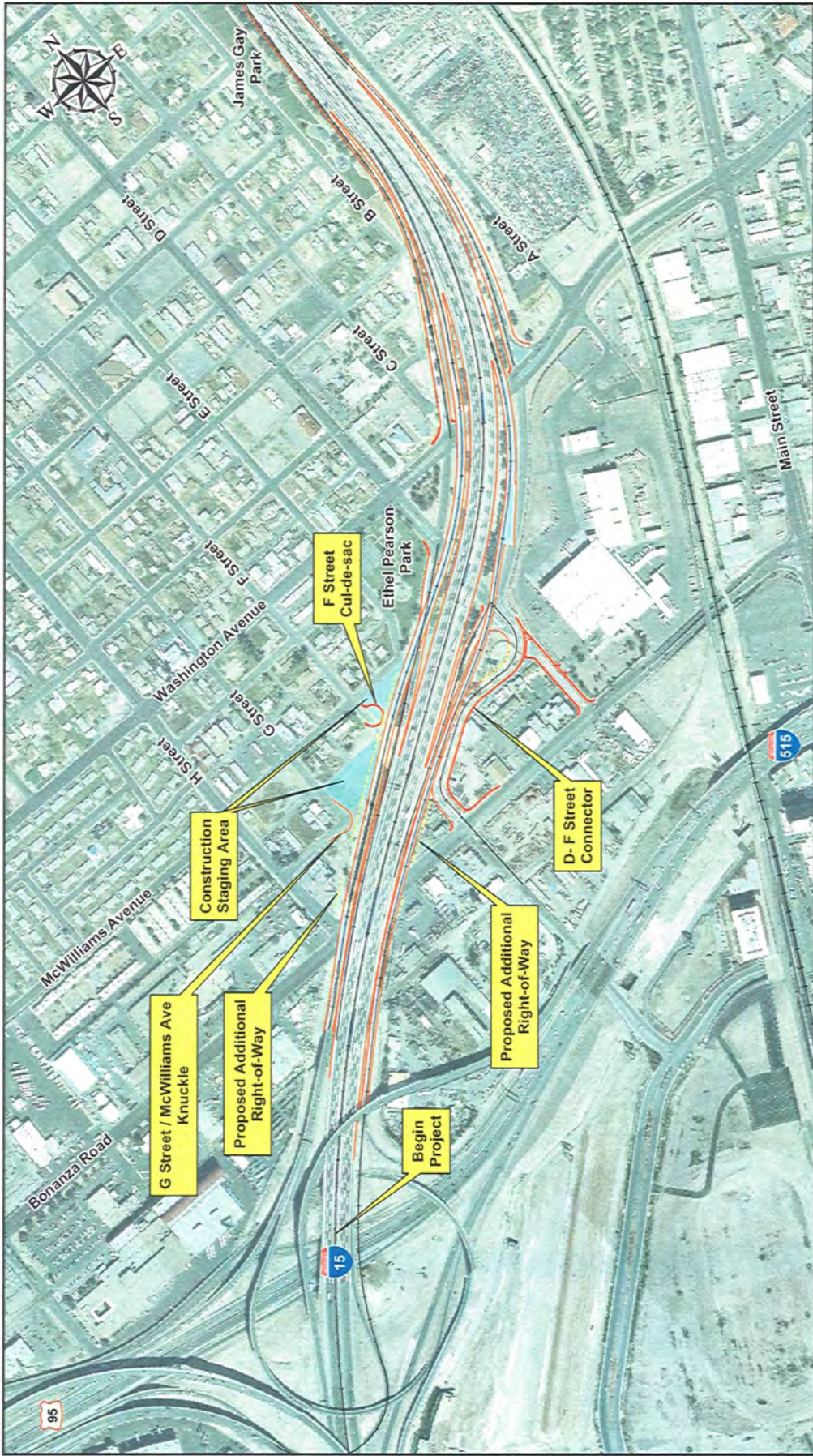
INTER  
15

95

INTER  
515

0 1 MILE





PANEL 1



# Proposed Project



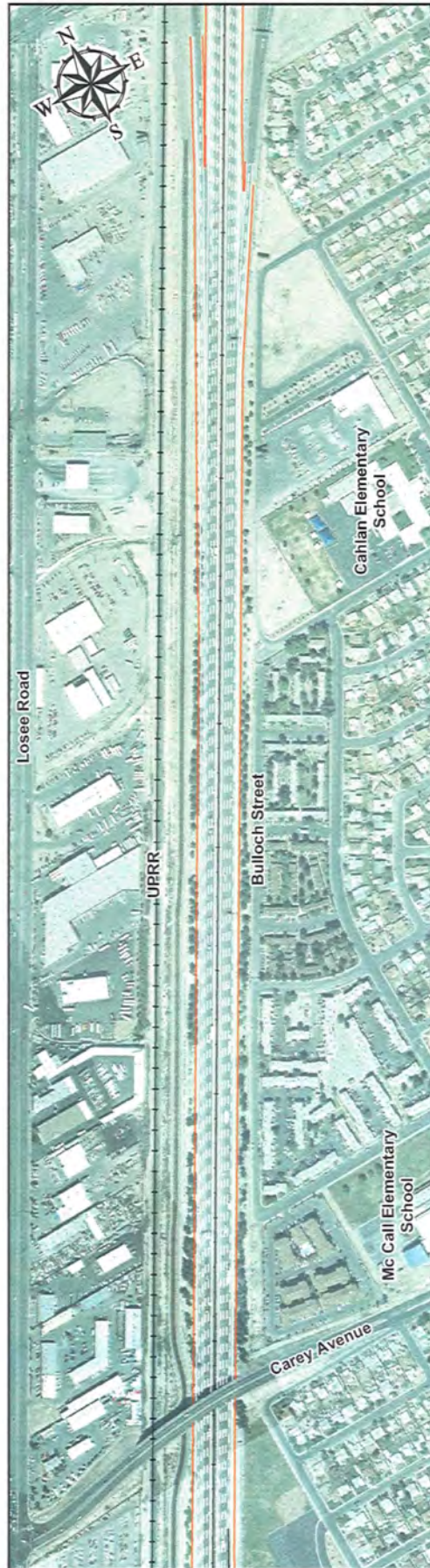
CONTINUED ON PANEL 3



PANEL 2

CONTINUED FROM SHEET 1 PANEL 1

CONTINUED ON SHEET 3 PANEL 4



PANEL 3

CONTINUED FROM PANEL 2

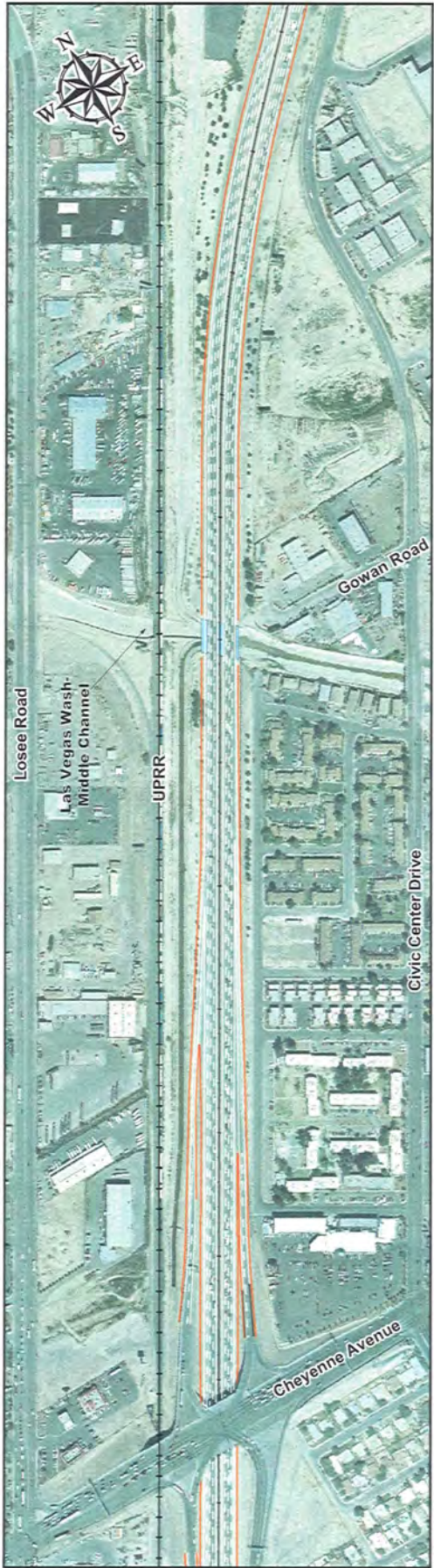


Proposed Project

NEVADA DOT

SHEET 2 of 8  
Figure I-3

CONTINUED ON PANEL 5



CONTINUED FROM SHEET 2 PANEL 3

PANEL 4

CONTINUED ON SHEET 4 PANEL 6



CONTINUED FROM PANEL 4

PANEL 5

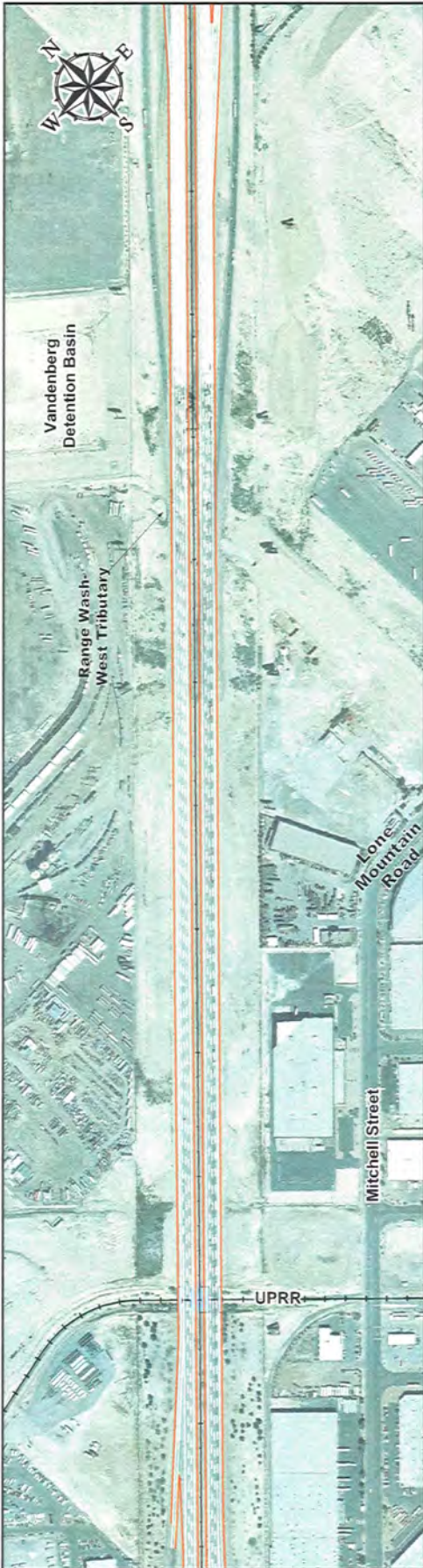


Proposed Project



SHEET 3 of 8  
Figure I-3

CONTINUED ON PANEL 7



CONTINUED FROM SHEET 3 PANEL 5

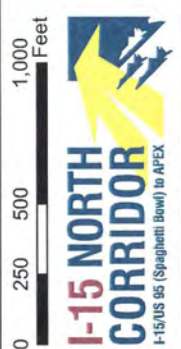
PANEL 6

CONTINUED ON SHEET 5 PANEL 8



CONTINUED FROM PANEL 6

PANEL 7

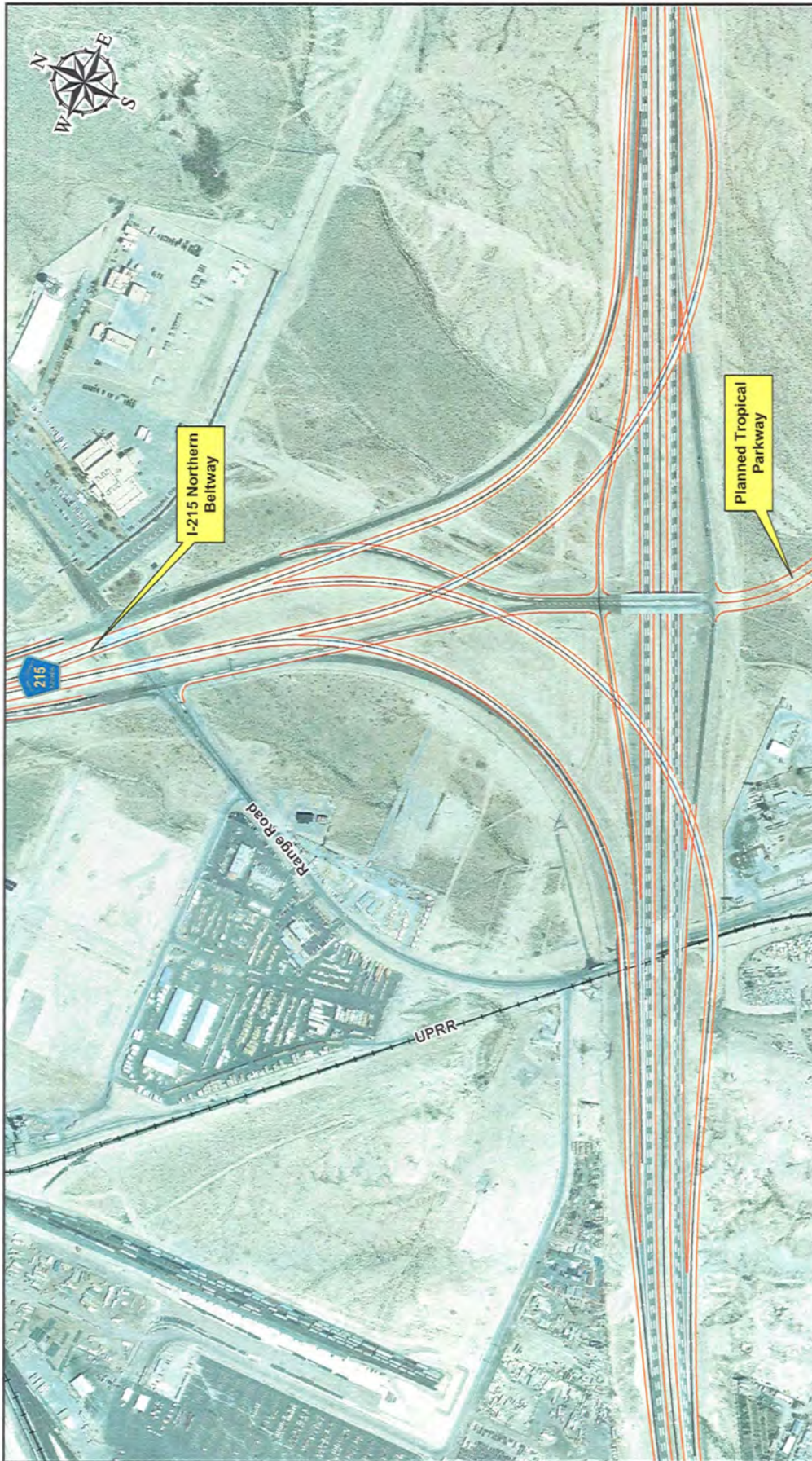


# Proposed Project



SHEET 4 of 8  
Figure I-3

CONTINUED ON SHEET 6 PANEL 9



CONTINUED FROM SHEET 4 PANEL 7

PANEL 8



Proposed Project



SHEET 5 of 8  
Figure I-3

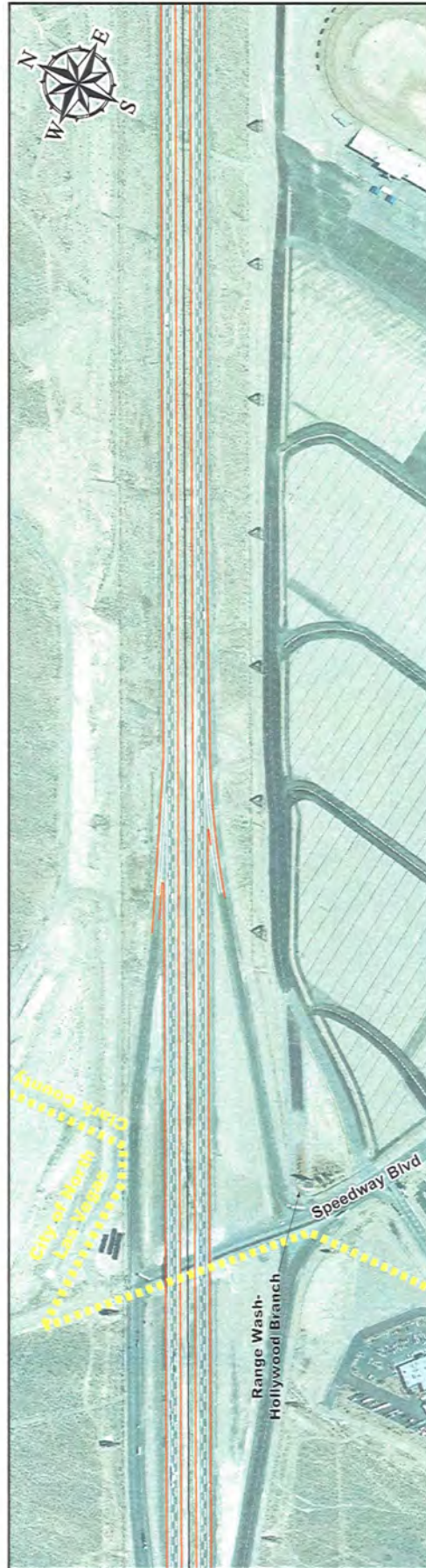
CONTINUED ON PANEL 10



PANEL 9

CONTINUED FROM SHEET 5 PANEL 8

CONTINUED ON SHEET 7 PANEL 11



PANEL 10

CONTINUED FROM PANEL 9



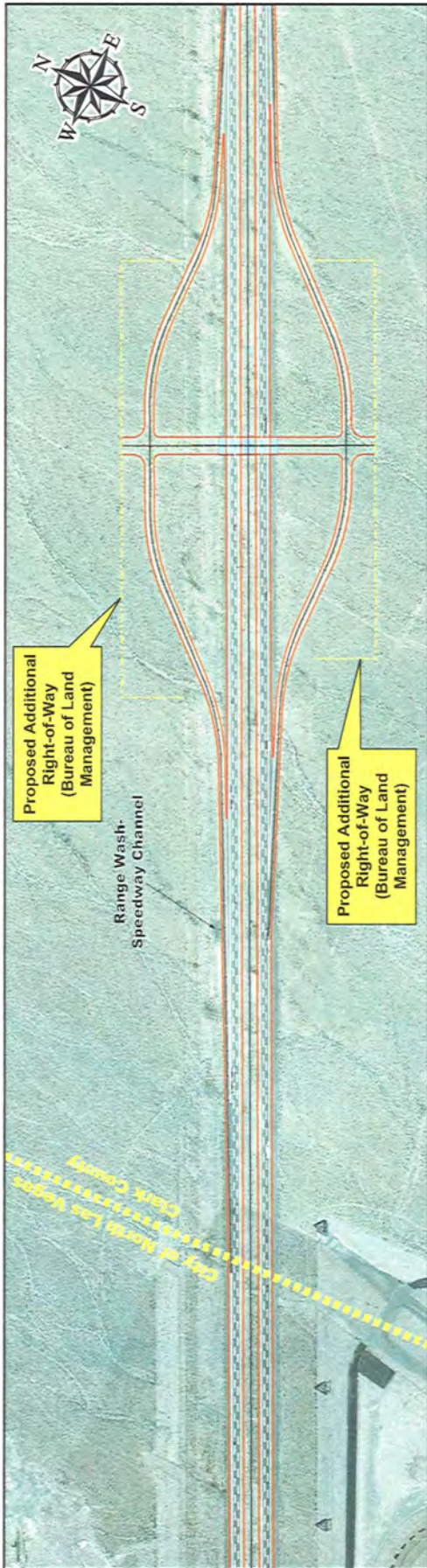
Proposed Project



SHEET 6 of 8  
Figure I-3



CONTINUED ON PANEL 12



PANEL 11

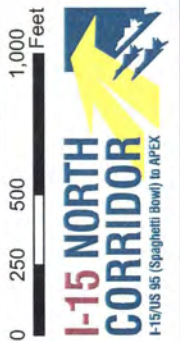
CONTINUED FROM SHEET 6 PANEL 10

CONTINUED ON SHEET 8 PANEL 13



PANEL 12

CONTINUED FROM PANEL 11



Proposed Project



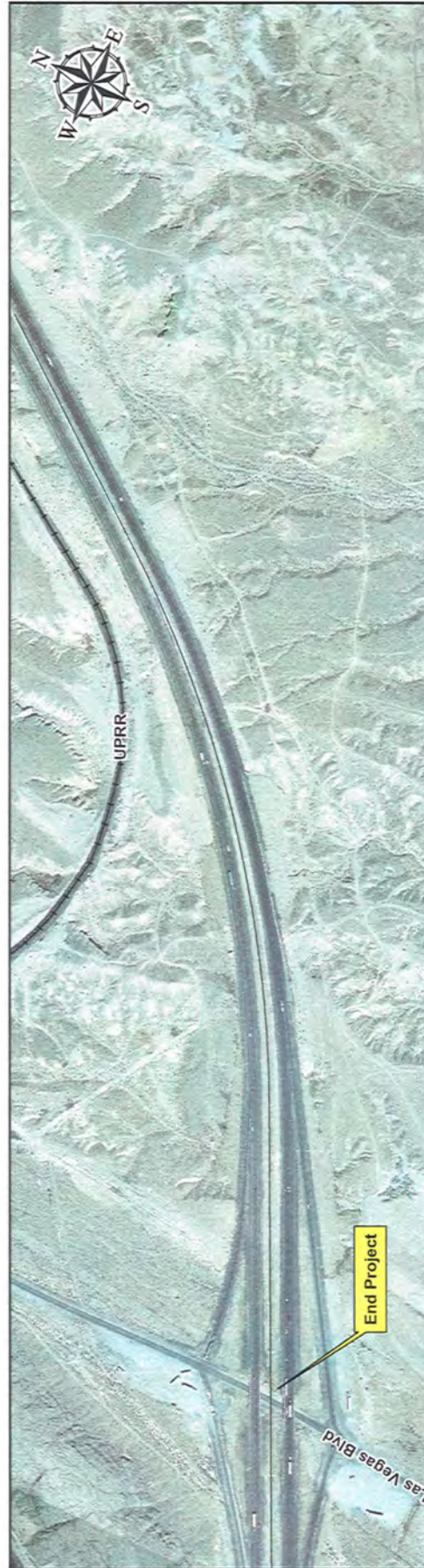
SHEET 7 of 8  
Figure I-3

CONTINUED ON PANEL 14



PANEL 13

CONTINUED FROM SHEET 7 PANEL 12



PANEL 14

CONTINUED FROM PANEL 13



# Proposed Project



SHEET 8 of 8  
Figure I-3

I-15 from eastbound Lake Mead Boulevard.

At the I-215 Beltway Interchange, upgraded ramps are proposed. A connection to Tropical Parkway on the east side of I-15 is also proposed.

From the Speedway Boulevard Interchange to the Apex Interchange, the I-15 Freeway would be expanded by adding lanes in the median. In this section, a new interchange is proposed north of the Las Vegas Speedway, roughly midway between the Speedway Boulevard and the Apex Interchanges. A conventional diamond configuration is proposed for the new interchange approximately 1.8 miles north of the Speedway Interchange.

The proposed improvements will be constructed within the existing right-of-way of the I-15 Freeway with the following exceptions:

- Less than one acre of right-of-way would be required between H Street and D Street in the City of Las Vegas to construct braided ramps between the US-95 and D Street/Washington Avenue Interchanges, (see Figure I-3, Sheet 1 of 8).
- Nearly 20 acres of additional right-of-way would be required to construct the proposed interchange between the Speedway Boulevard and the Apex Interchanges. The land required for the proposed new interchange is located in the City of North Las Vegas and is under the jurisdiction of the Bureau of Land Management, (see Figure I-3, Sheet 7 of 8).

Two proposed areas totaling 1.1 acres located on the west side of I-15 on "F" Street and on "G" Street (Figure I-3, Sheet 1 of 8) would also be acquired.

The proposed project includes a Freeway Management System as a transportation demand management measure. The components of the proposed Freeway Management System include:

- Closed circuit television for surveillance;
- Ramp meters;
- Dynamic Message Signs for traveler information; and,
- Connection to the Freeway and Arterial System of Transportation (FAST) Central Control Center.

The proposed project will be designed with lanes which can be converted to High Occupancy Vehicle (HOV) use, if necessary, in accordance with NDOT's proposed HOV program.

The proposed project would be constructed through three separate construction contracts, phased about five years apart. The initial phase would construct the southernmost segment between the US-95 Spaghetti Bowl Interchange and Craig Road, beginning in 2007 and expected to be completed in 2010; the next phase would construct the segment between Craig Road and Speedway Boulevard, beginning in 2012 and expected to be completed in 2015; and, the final phase would construct the northernmost segment between Speedway Boulevard and the Apex Interchange, including the new interchange, beginning in 2021 and expected to be completed in 2023.

The initial phase, between the US 95 Spaghetti Bowl interchange and Craig Road is planned for delivery by the design-build method. Design-build delivery will allow design and construction to proceed concurrently resulting in a shorter completion time compared to the traditional design-bid-build method. At this time, the delivery method for the subsequent phases is assumed to be the traditional design-bid-build method.

**B. Purpose and Need**

The purpose of the proposed project is to accommodate present and future traffic demand, to relieve congestion, and improve the operational characteristics of the I-15 Corridor in response to continued development and the resultant traffic growth in the Las Vegas Valley.

According to the U.S. Census Bureau, the population of Clark County grew from 741,000 in 1990 to 1,376,000 in 2000, an 86 percent increase in population in 10 years. During the 1990s, Clark County added one new person to its population every eight minutes. During this same time period, the population of the City of Las Vegas grew by 85 percent and the population of the City of North Las Vegas grew by 142 percent. The population of the Cities of Las Vegas and North Las Vegas are continuing to grow at an unprecedented rate, overwhelming existing transportation facilities.

The population of Clark County is projected to grow to 2.94 million by the year 2030. Future land use plans of the Cities of Las Vegas and North Las Vegas indicate that these Cities are able to accommodate the Valley's projected growth within existing city boundaries. With planned development of undeveloped areas combined with in-filling of partially developed areas, the northern Las Vegas Valley served by I-15 is expected to be among the fastest growing areas in Southern Nevada.

I-15 in the proposed project area serves interstate traffic moving between Southern Nevada and Utah as well as local commuter traffic. I-15 is also designated as US-93 in the proposed project area and is a portion of a designated CANAMEX route extending southward to Mexico via Arizona and northward to Canada via Idaho and Montana.

For both interstate and local traffic, improvements to I-15 in the proposed project area are proposed to:

- accommodate projected local and interstate traffic;
- decrease congestion;
- reduce travel times;
- improve access to areas planned for development;
- improve freeway operations; and,
- improve safety.

The proposed project is included as part of the integrated plan to improve transportation in the Las Vegas Valley in response to anticipated growth in accordance with the Regional Transportation Plan 2006-2030 (RTP) of the Regional Transportation Commission of Southern Nevada (RTC).

The I-15 Northeast Corridor Study, conducted by NDOT in conjunction with the Regional Transportation Commission of Southern Nevada, Clark County, and the Cities of North Las Vegas and Las Vegas, served as the planning tool to identify regional transportation needs and recommend improvements, including the proposed project, to meet those needs.

The I-15 Northeast Corridor Study, June 2002 Report recommended that arterial street improvements, enhanced transit, and transportation demand management be undertaken in conjunction with proposed improvements to I-15 to accommodate the projected regional growth in traffic. In accordance with the recommendations of the Report, the City of North Las Vegas added approximately 50 arterial street projects to the City Master Plan and the Regional Transportation Plan. Similarly, the Regional Transportation Commission of Southern Nevada

expanded its Transit Element of the Regional Transportation Plan to provide bus service to the growing areas of the northeast Las Vegas Valley served by I-15 and I-215. In addition, the Regional Transportation Commission of Southern Nevada has initiated express bus service in dedicated transit lanes on Las Vegas Boulevard. Las Vegas Boulevard parallels I-15 one-half to one and one-half miles to the east through the Northeast Las Vegas Valley. Since Las Vegas Boulevard provides better access to residential and business areas for transit users than I-15, it was selected as a superior transit corridor. This enhanced transit service is considered to be a compatible project and improves mobility in the area served by the I-15 Freeway. Transportation demand management, in the form of a Freeway Management System, is included as part of the proposed project.

Figures I-4 and I-5 show the Year 2030 Predicted Peak Hour No-Build and Build traffic forecasts for the I-15 Freeway without and with the proposed project, respectively. Traffic forecasts were prepared using the Regional Transportation Commission of Southern Nevada's approved Transcadd traffic forecasting model.

The corridor simulation CORSIM model was used to evaluate freeway operations and level of service in the 2030 design year with the No-Build and Build Alternatives. As shown in Figure I-4, without the proposed improvements, the I-15 Freeway is expected to operate at Level of Service F over its entire 15-mile length within the proposed project area in the year 2030.

With the proposed project (Figure I-5), the I-15 Freeway is expected to operate at an adequate level of service D or better through the year 2030.

The proposed project is expected to relieve congestion by providing a reduction in regional travel equivalent to 860,000 vehicle miles of travel per year and 117,000 vehicle hours of travel per year by the year 2025, resulting in a benefit-to-cost ratio greater than 10 to 1.<sup>1</sup>

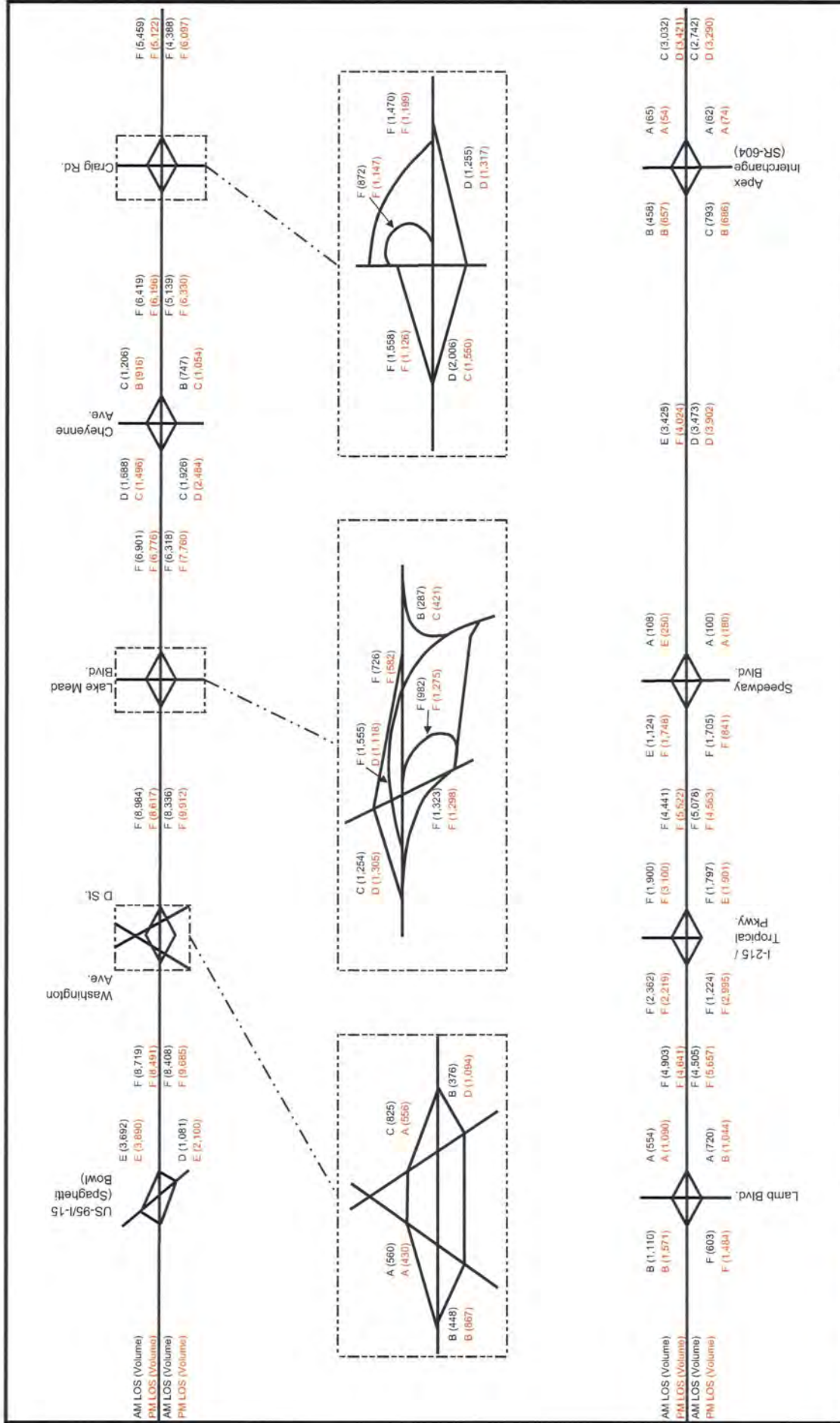
Reconstruction of the Lake Mead Boulevard Interchange is proposed to improve its operational characteristics and accommodate projected traffic growth to and from Lake Mead Boulevard.

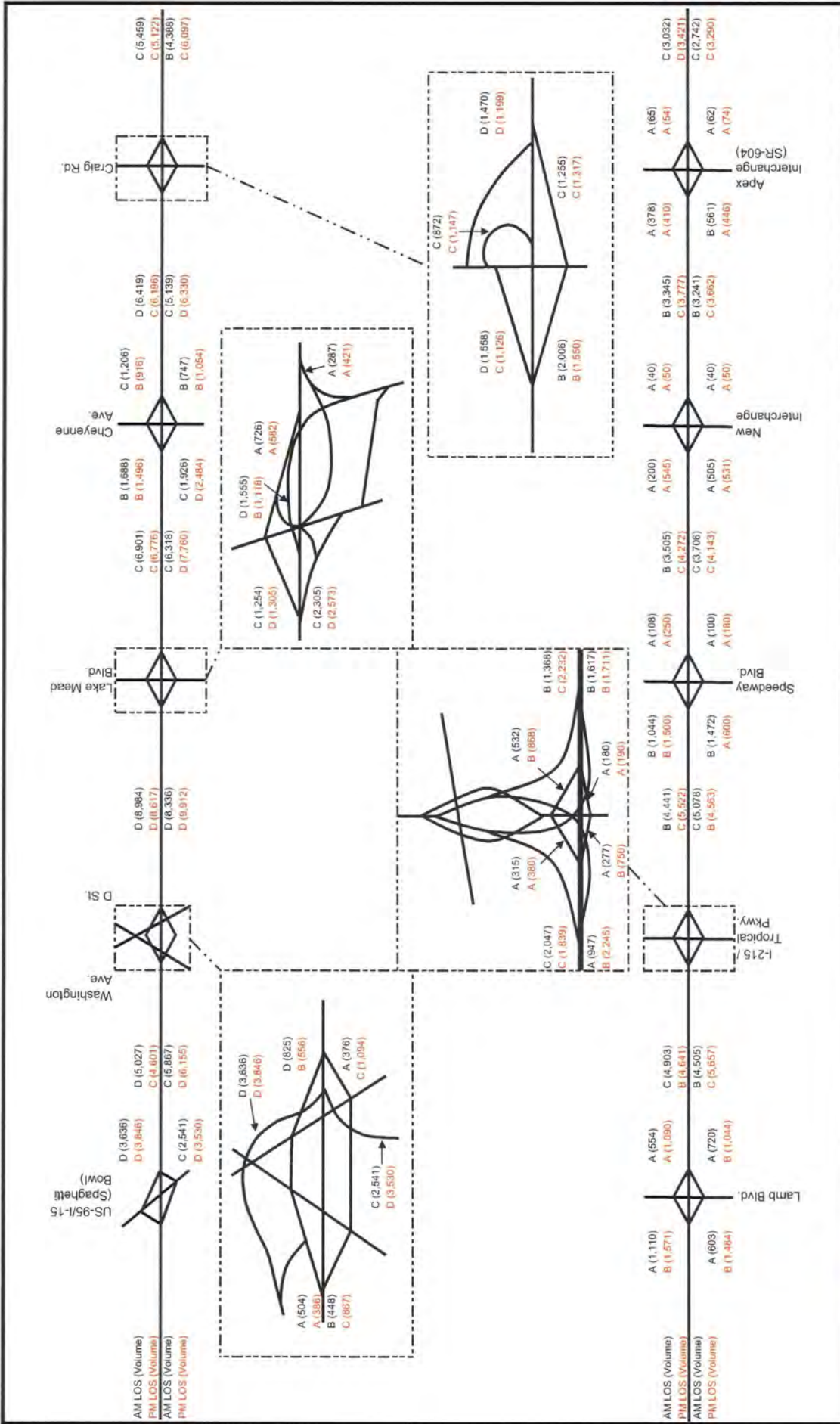
Construction of a new interchange on I-15 between the Speedway and the Apex Interchanges is intended to serve areas within the City of North Las Vegas which have been zoned for future industrial development. The land adjacent to the I-15 Freeway between the Speedway and the Apex Interchange is under the jurisdiction of the Bureau of Land Management (BLM) and is not available for private acquisition for development. The need for an interchange between the Speedway and the Apex Interchange is directly linked to planned future land use and is not linked in any way to present land use. While the BLM does not have plans to release or sell the land within the City of North Las Vegas which would be served by the proposed new interchange, the City of North Las Vegas has established a need for this land to accommodate planned industrial growth. Accordingly, preliminary discussions indicate the BLM would release this land following right-of-way application by FHWA for proposed improvements to I-15.

Construction of a connection road linking "D" Street and "F" Street between I-15 and Bonanza Road in the City of Las Vegas is proposed to allow the existing freeway movement on I-15 from the "D" Street southbound entrance ramp to the I-515 eastbound exit ramp to be eliminated. The proposed "D-F" Street connector will facilitate surface street movements from "D" Street to existing and planned interchanges on I-515, thereby reducing traffic on I-15 and the Spaghetti Bowl Interchange.

---

<sup>1</sup> I-15 Northeast Corridor Study, Initial Evaluation of Alternatives, NDOT, July 2001





2030 Build Scenario Level of Service



Figure I-5



The objectives of the proposed Freeway Management System, which is a proposed Transportation Demand Management Measure, are to:

- observe traffic conditions;
- meter the flow of traffic;
- provide traveler information; and,
- promote incident management.

Measures including dynamic message signs and closed-circuit television cameras will also be implemented during construction to help work-zone traffic control.

### **C. Project Alternatives**

#### **1. The No-Build Alternative**

Under the No-Build Alternative, the proposed project would not be constructed and the I-15 Freeway would remain in its current configuration with normal maintenance and repair of the existing roadway and associated structures by the Nevada Department of Transportation (NDOT). In addition, the No-Build Alternative assumes that planned projects included in the RTC's Regional Transportation Plan 2006-2030 will be constructed. Programmed Freeway Arterial Systems of Transportation (FAST) improvements would be implemented for the I-15 freeway in the No-Build Alternative.

#### **2. Alternatives Considered and Rejected**

The I-15 Northeast Corridor Study, June 2002, evaluated four alternative transportation improvement strategies to accommodate the projected growth of traffic in the Northeast Region of the Las Vegas Valley served by the I-15 Freeway. The four alternatives included the proposed project (Alternative 1), five alternative alignments for an Eastern Beltway (Alternatives 2A-2E) and widening I-15 in combination with an Eastern Beltway (Alternative 3), or a super arterial following the alignments of Lamb Boulevard or Nellis Boulevard (Alternative 4). Arterial street improvements, enhanced transit and transportation demand management (TDM) were considered to be necessary to reduce freeway demand and increase mobility, without causing adverse impacts, and were included in all alternatives and adopted into the RTP.

The July 2002 Report found that the construction of an Eastern Beltway (Alternative 2) in lieu of the proposed project (Alternative 1) would not relieve congestion on I-15, would cost more, and would have greater social and environmental impacts. Specifically, the five different alignments evaluated for a proposed Eastern Beltway would displace at least 900 residences and 30 businesses; result in noise impacts to nearby sensitive receptors; and pass through the Desert Wetlands Park, affecting large areas of wetlands, floodways, and sensitive habitat. Accordingly, the Eastern Beltway Alternative (Alternative 2) was eliminated from consideration.

Alternative 3 combined Alternatives 1 and 2 and included both the widening of I-15 and an Eastern Beltway. Alternative 4 combined the widening of I-15 with the construction of a high capacity super arterial paralleling I-15 along either Lamb Boulevard or Nellis Boulevard. However, the 2002 Report found that, in both of these scenarios, transportation demand and construction requirements on I-15 would not be reduced compared to Alternative 1. These alternatives would have resulted in 170 to 1,450 additional residential displacements and 30 to 130 additional business displacements compared to Alternative 1. These alternatives were eliminated from consideration because their costs and environmental impacts were substantially greater than Alternative 1.



## II. Environmental Impacts and Mitigation

### A. Areas of No Impact

Field surveys, coordination letters, and research indicate the following areas of environmental concern will not be adversely impacted with the proposed project:

#### 1. Visual Resources

The proposed project consists of adding lanes to the existing I-15 freeway, and will not involve construction above the elevations previously established for the freeway. However, new structures including retaining walls, noise barriers, and highway bridges will alter the view of the highway from some cross streets and adjacent properties. The appearance of these structures and the adjacent areas within the highway right-of-way will be designed in conformance with a project-wide aesthetic and landscaping theme following the guidelines given in the I-15 Landscape and Aesthetics Corridor Plan. The Corridor Plan defines landscape design segments in which a major design theme is applied. Specific guidelines are provided for landscape and aesthetic treatments.

#### 2. Hazardous Wastes

A Phase I Environmental Site Assessment was completed in January, 2006 and results indicate there are no hazardous waste concerns with the proposed project.

#### 3. Environmental Justice

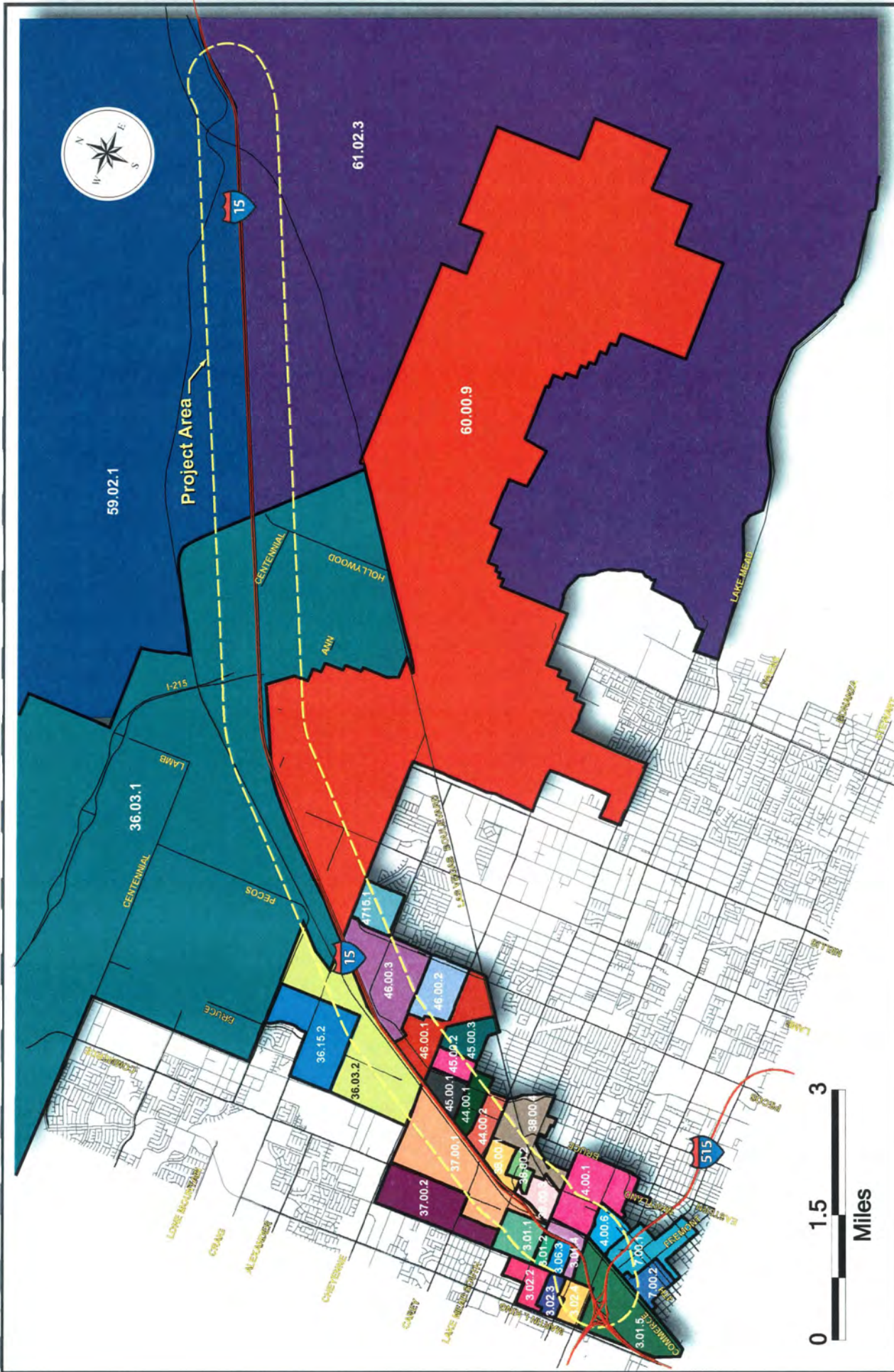
There will be no residential or business displacements with the proposed project or adverse impacts to residential communities. Based on U.S. Census Bureau 2000 demographic information and the location of the proposed project relative to residential, commercial, industrial, open space, and undeveloped land uses, there will be no adverse, disproportionate environmental justice impacts.

### B. Social Considerations

#### 1. Existing Conditions

##### a. Definition of the Proposed Project Area

The proposed project is located between the Spaghetti Bowl Interchange and the Apex Interchange in the northern part of the Las Vegas Valley within the City of Las Vegas, the City of North Las Vegas, and unincorporated Clark County. Nellis Air Force Base is located east of the proposed project. Socioeconomic characteristics of the proposed project area are compared to those of Clark County, the City of Las Vegas, the City of North Las Vegas, the Sunrise Manor Planning Area of Clark County, and Nellis Air Force Base. The Sunrise Manor Planning Area comprises the portion of unincorporated Clark County in the proposed project area which is outside the jurisdictions of Las Vegas, North Las Vegas and Nellis Air Force Base. The Sunrise Manor Planning Area and Nellis Air Force Base (AFB) are Census Designated Places (CDP). Census Block Groups are depicted in Figure II-1. Nellis Air Force Base is included in Census Block Group 60.00.9. A Paiute Indian Reservation (see Figure II-2) is included in Census Block Group 4.00.1.



# Proposed Project Area Census Block Groups



Figure II-1



### b. Population and Growth Trends

According to the US Census Bureau, the population of Clark County was 1,557,174 in 2003. This represented 70.5 percent of the State of Nevada population of 2,207,574 in 2003.

Table II-1 illustrates the population change between 1990 and 2000 in the political jurisdictions which comprise the proposed project area as reported by the U.S. Census Bureau. From 1990 to 2000, the population of Nevada increased by approximately 66 percent and was the fastest growing state in the country by a wide margin. The majority of the population increase occurred in Clark County. The population of Clark County rose from 741,459 in 1990 to 1,375,765 in 2000, an increase of 634,300 persons in 10 years, or a growth rate of about 6.4 percent, annually.

**Table II-1  
Population Change for the State of Nevada, Clark County and Local Jurisdictions  
between 1990 and 2000**

	1990	2000	Number Change	Percent Change
State of Nevada	1,201,833	1,998,257	796,424	66.3%
Clark County	741,459	1,375,765	634,306	85.5%
City of Las Vegas	258,295	478,434	220,139	85.2%
City of North Las Vegas	47,707	115,488	67,781	142.1%
Sunrise Manor Planning Area	95,362	156,120	60,758	63.7%
Nellis Air Force Base	8,377	8,896	519	6.2%

Source: U.S. Census Bureau, 2000

In 2000, the City of Las Vegas had a population of 478,434 persons, representing an increase of 85.2 percent from the 258,295 persons recorded in 1990, or an annual increase of 6.4 percent. The City of North Las Vegas grew from 47,707 persons in 1990 to 115,488 in 2000, an average annual growth rate of 9.2 percent. The population of Nellis Air Force Base did not increase substantially from 1990 to 2000. The population of Sunrise Manor was 95,362 in 1990 and 156,120 in 2000, growing at an average annual rate of five percent.

According to the Regional Transportation Commission of Southern Nevada, the population of Clark County is predicted to grow to 2,327,800 by 2025. With the largest amount of land available for development located in the northern part of the Las Vegas Valley, the Cities of Las Vegas and North Las Vegas are expected to continue their fast pace of growth.

### c. Race and Ethnicity

The population of Clark County is predominantly white. Of the 1,375,765 persons in Clark County in 2000, approximately 60 percent were white (non-Hispanic), nine percent were African-American, and five percent were Asian races. American Indians, Alaska Natives, Native Hawaiians, and Pacific Islanders made up a total of 1.3 percent of the Clark County population. Approximately 22 percent of the population in Clark County identified themselves of Hispanic or Latino heritage.

The proposed project area, with a total population of 57,432 persons, is comprised of persons living in the Cities of Las Vegas and North Las Vegas, in the Sunrise Manor Planning Area of Clark County and on Nellis AFB and includes a mix of Hispanics (all races), African-Americans, Whites and other races. Minorities comprise 69 percent of the population in the proposed

project area, a higher proportion than Clark County as a whole (40 percent) or any of the four local jurisdictions. Hispanics are the largest ethnic group, comprising over 35 percent of the population. This is a higher percentage than Clark County as a whole (22 percent) but lower than the percentage for the City of North Las Vegas (38 percent). The proposed project area includes a larger proportion of African-Americans (28 percent) than the County (nine percent) and each of the four local jurisdictions.

The proposed project area extends through 33 census tract block groups (see Figure II-1). The proposed project area includes neighborhoods which are predominantly of African-Americans in Census Tracts 3.01 and 3.02, located in the southwestern portion of the proposed project area. Persons of Hispanic origin comprise a large proportion of the census tracts in the central portion of the proposed project area. The northeastern portion, consisting of census tracts 59.02, 60.00, and 61.02, is comprised predominantly of Whites. There is a small pocket of Native Americans in census tract block group 4.00.1. In this block group, Native Americans comprise approximately three percent of the block group population, but over 84 percent of the population of one block (Block 1003) within the block group, where the Paiute Indian Reservation is located.

#### **d. Income Characteristics**

According to the U.S. Census Bureau, the median household income for Clark County in 2000 was \$44,616. At \$46,057, the City of North Las Vegas had the highest median household income among all local jurisdictions in the proposed project area. At \$44,069, the City of Las Vegas has a slightly lower median household income than Clark County. Sunrise Manor and Nellis AFB both had lower median household incomes than the Cities or County as a whole, \$41,066 and \$33,118, respectively.

The proposed project area has a lower median household income (\$27,580) and per capita income (\$12,782) than the County. In 30 of the 32 populated Census Tract Block Groups in the proposed project area, the median household income was lower than that for Clark County. In addition, the proposed project area has approximately one-quarter of its population at or below the poverty level. This percentage (25.44 percent) is substantially higher than that of the County (10.8 percent).

## **2. Impacts and Mitigation**

### **a. Population Impacts**

The proposed project would not result in the displacement of any residents or businesses. Therefore, there would be no impacts to the socioeconomic characteristics of the population of the proposed project area. In addition, with the proposed project, there would be no impact on the Native American population of the Paiute Indian Reservation.

### **b. Construction Impacts**

The I-15 freeway within the proposed project area has interchanges that provide access to a number of local area businesses, residences, and community facilities in the proposed project area. Many will experience short term construction impacts as a result of the proposed project. Temporary access will be provided for highway users, residents, local businesses, and community facilities via alternate routes through the use of detour signs during the construction phase of the project.

Existing service interchanges along the I-15 Corridor within the proposed project area will require temporary ramp closures during construction. Traffic will be maintained and detoured; flaggers, signs, and/or other devices will direct drivers to ensure safety for both motorists and highway workers.

Traffic disruption during construction will be minimized to the extent possible. The construction impacts affecting residents, businesses, and the traveling public will be temporary, but will occur at various locations within the proposed project area as the proposed actions are staged and constructed. Construction will be scheduled during both daytime and nighttime hours and on weekends.

### **3. Mitigation**

Although no residences or businesses will be displaced, approximately 20 acres of right-of-way would be acquired for construction of the proposed project. The NDOT Right-of-Way Division, under the guidance of the Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act), will negotiate with the property owners directly impacted, ensuring they receive fair market value for the right-of-way acquired. Landscaping, signs, and other items located within the acquired right-of-way will be relocated, replaced, or compensated as required by the Uniform Act. Legally permitted property access will be perpetuated in the after-condition.

During construction of the proposed project, approximately 1.1 acres of land would be temporarily acquired for construction staging areas in the southern portion of the proposed project area. The proposed project will utilize land within existing NDOT right-of-way for construction staging in the northern portion of the proposed project area.

Traffic control plans will be developed and specified in the contract documents to ensure that traffic safety and street access is maintained during construction. All traffic related impacts will be short term, ceasing upon completion of the proposed project. Access to businesses will be maintained during construction. NDOT will coordinate with businesses to address access and any other construction concerns. The Freeway Service Patrol covers this route and will be used during construction.

## **C. Land Use, Zoning, Community Facilities, and Neighborhoods**

### **1. Existing Land Use in the Proposed Project Area**

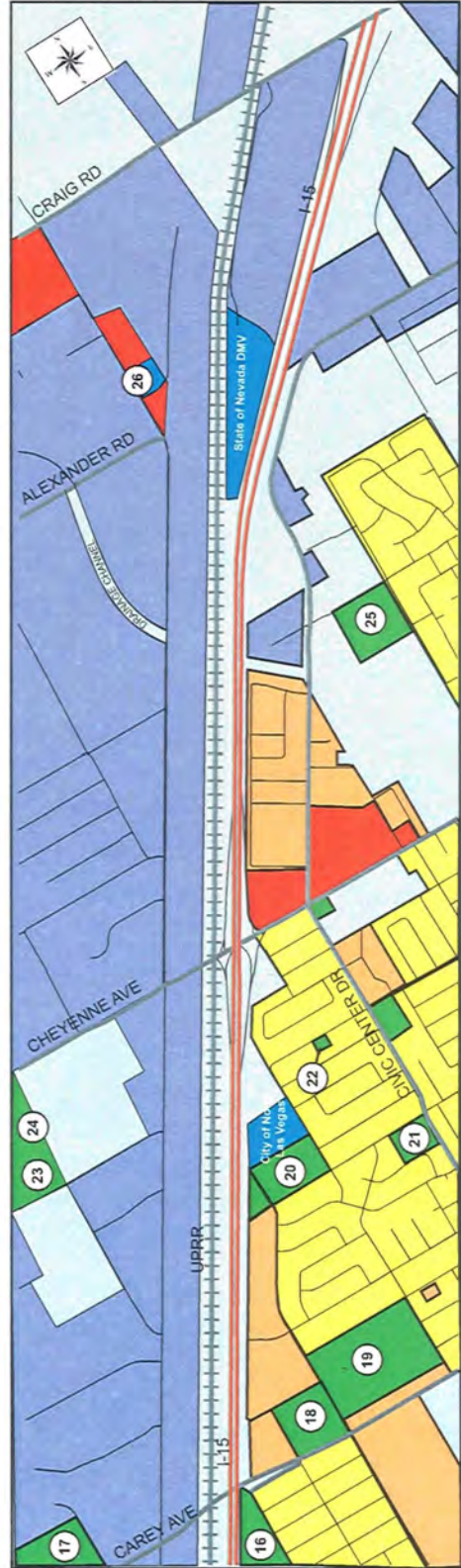
The I-15 Freeway in the proposed project area parallels the Union Pacific Railroad trunkline. The railroad is on the east side of I-15 in the City of Las Vegas, then crosses I-15 and follows the west side of I-15 northward through the City of North Las Vegas and Clark County. Land use along the Union Pacific Railroad, and between the Railroad and I-15, is industrial and constitutes the dominant characteristic of the proposed project area. Figure II-2 indicates graphically the location and mix of existing land uses in the proposed project area as described further below.

#### *US-95 Spaghetti Bowl Interchange to Lake Mead Boulevard*

On the west side of I-15, between Bonanza Road and US-95, land use is industrial. North of Bonanza Road, on the west side of I-15, is predominantly residential, with a mix of single- and multi-family residential units, neighborhood churches, and local retail establishments. Two City of Las Vegas parks (Ethel Pearson Park and James Gay Park) are located adjacent to the west side of the I-15 freeway.



PANEL 1



PANEL 2

- Residential / Single Family
- Residential / Apartments  
Mobile Home Park
- Commercial / Retail
- Business / Warehouse  
Industrial / Utility
- Government / Military Facility
- Park, School, Church, & Recreation
- Open Vacant Land  
Highway Right of Way
- Community Facilities

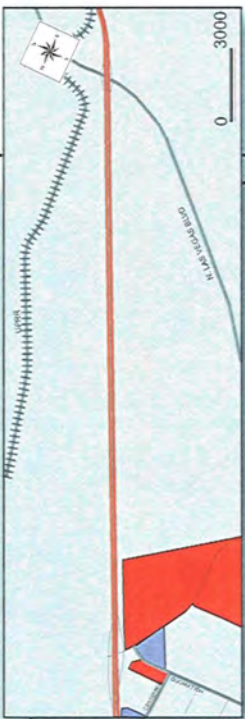
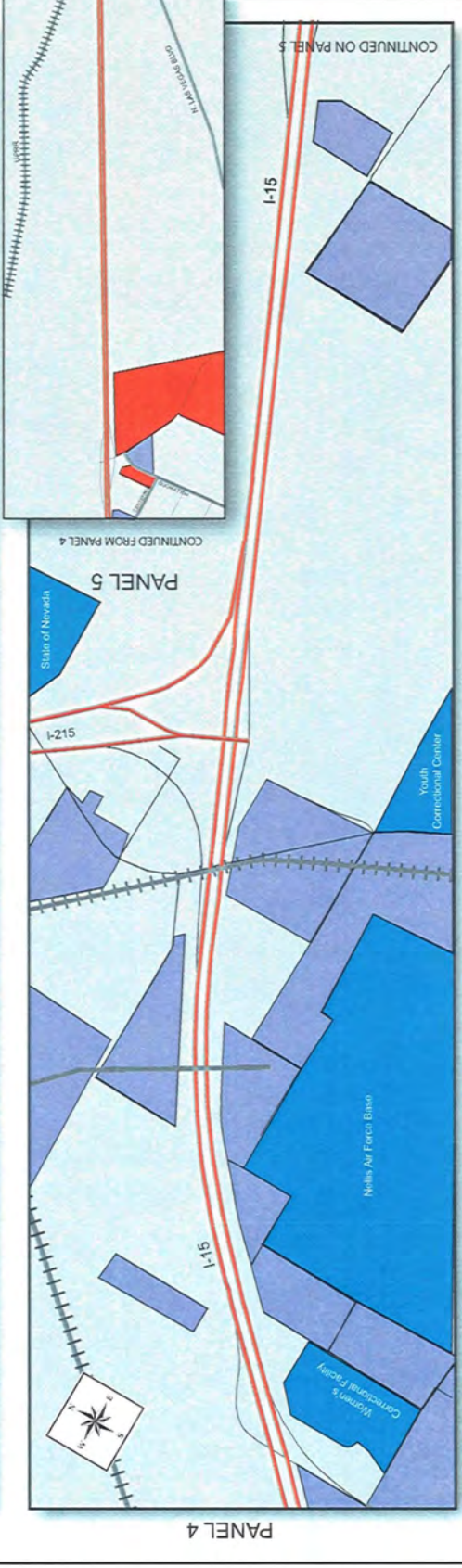
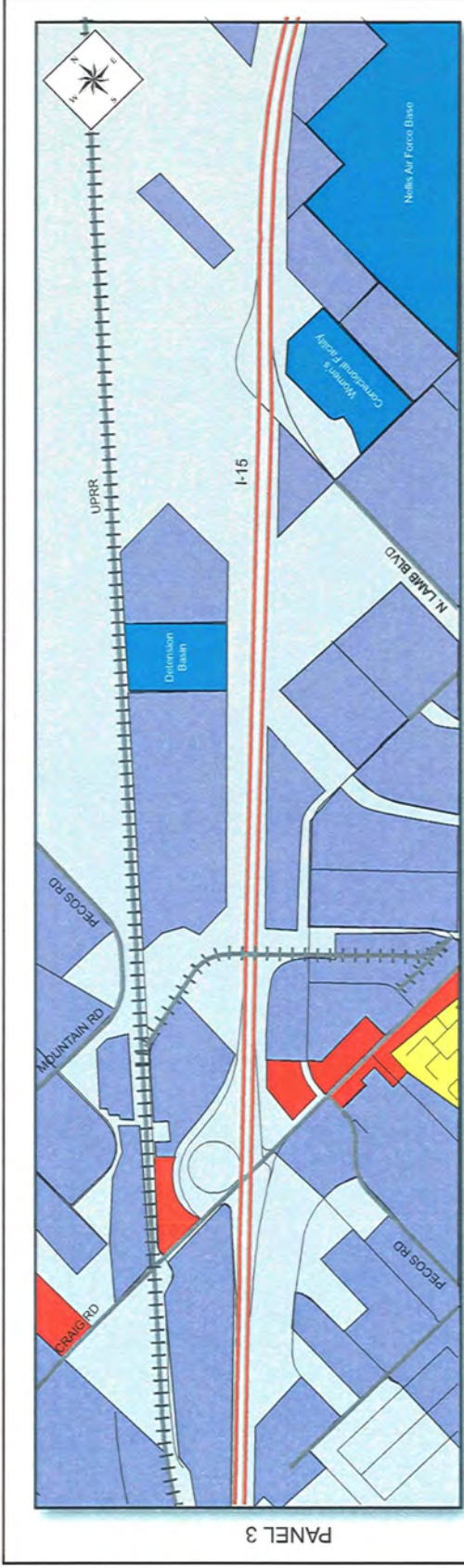
0 3000 FT

- 1. Las Vegas Rescue Mission
- 2. City of Las Vegas Ethel Peaterson Park
- 3. Economic Opportunity Board Project HOME
- 4. Wendell P. Williams Elementary School
- 5. City of Las Vegas Fitzgerald Tol Lot
- 6. City of Las Vegas James Gay Park
- 7. Elks Lodge #1508
- 8. Kit Carson Elementary School
- 9. City of North Las Vegas Valley View Park
- 10. Salvation Army
- 11. Catholic Charities of Southern Nevada
- 12. City of North Las Vegas Richard Walpole Senior Citizens Park
- 13. City of North Las Vegas Torcogah Park
- 14. Washington Continuation H.S.
- 15. Salvation Army
- 16. Reynaldo Martinez Elementary School
- 17. City of North Las Vegas Kid Ranch Park
- 18. Quannan McCall Elementary School
- 19. Jim Bridger Middle School
- 20. Marion Callian Elementary School
- 21. Marinatha Academy
- 22. City of North Las Vegas Brooks Tol Lot
- 23. City of North Las Vegas Community Golf Course
- 24. City of North Las Vegas City View Park
- 25. Lois Craig Elementary School
- 26. City of North Las Vegas Fire Station #52.

**Existing Land Use and Community Facilities**



- Residential / Single Family
- Residential / Apartments  
Mobile Home Park
- Commercial / Retail
- Business / Warehouse  
Industrial / Utility
- Government / Military Facility
- Park, School, Church & Recreation
- Open Vacant Land  
Highway Right of Way



0 3000 FT



### Existing Land Use and Community Facilities



The Las Vegas Rescue Mission is located on the north side of Bonanza Road adjacent to I-15. East of the Railroad there are mobile home parks, apartment complexes, and single-family homes. This area also includes two City of North Las Vegas parks (Tonopah Park and Richard Walpole Sr. Citizens Park).

East of the Railroad, between Main Street and the Union Pacific Railroad, and north of Washington Avenue, is a Paiute Native American Indian Reservation. The approximately 10-acre property contains 22 single-family homes, retail stores, an administration building, a social services agency, a police station and courthouse, a day care center, and a small cemetery. An additional three acres of reservation land south of the 10-acre main property is undeveloped.

#### *Lake Mead Boulevard to Craig Road*

The section of the proposed project area between Lake Mead Boulevard and Craig Road is predominantly industrial on the west side of the freeway and residential on the east side. The Union Pacific Railroad, which parallels I-15, switches over to the west side of I-15 in this area. On the west side, the City of North Las Vegas Fire Station #52 is located near Alexander Road. On the east side of I-15, there are several schools, apartment complexes, and single-family homes.

#### *Craig Road to the Apex Interchange*

The northern portion of the proposed project area consists predominantly of industrial land uses and vacant land. Commercial land uses line Craig Road. Between Lamb Boulevard and the Northern Beltway/I-215 Interchange, land on the east side of the freeway includes undeveloped, vacant land under the jurisdiction of Nellis AFB. The main part of the Base is located approximately three miles east of I-15. North of the Beltway, the Las Vegas Motor Speedway is located on the east side of I-15. Land north of the Speedway is undeveloped and is under the jurisdiction of the BLM.

## **2. Land Use Plans and Policies**

Within the proposed project area, land use planning and regulation is guided by the master plans and redevelopment plans adopted by the City of Las Vegas, the City of North Las Vegas, and Clark County. These plans establish policy guidelines for land use, circulation, community facilities, and other physical, social, and economic concerns.

In the City of Las Vegas, two neighborhood and redevelopment plans apply to the proposed project area – The *Redevelopment Plan for the Downtown Las Vegas Redevelopment Area* and the *Downtown North Land Use Plan*. Figure II-3 illustrates the boundaries of these planning areas. The *Redevelopment Plan for the Downtown Las Vegas Redevelopment Area* (adopted in March 1986 and amended in 1988, 1992, and 1996) established the redevelopment area of the City of Las Vegas. The proposed project area, from the I-515/I-15 Spaghetti Bowl Interchange to Owens Avenue, is located within the Redevelopment Area. The *Downtown North Land Use Plan* (adopted in May, 2003) applies to a section of the City of Las Vegas bounded by I-15 on the west, I-515 on the south, 9<sup>th</sup> Street/Bruce Street on the east, and Owens Avenue on the north. Unlike the Downtown area of the City, which is developed with high-intensity commercial uses (including gaming and hotels) and government offices, the Downtown North area consists of a broad range of land uses without casinos or professional offices. The Downtown North area consists of residential, industrial, and commercial land uses as well as the Cultural Corridor along Las Vegas Boulevard which is located east of the proposed project area. Also included in the Downtown North area is the 10-acre Paiute Indian Reservation. This





### City of Las Vegas Land Use Categories

- Rural Neighborhood Preservation - up to 2 du/ac (0-2 du/ac)
- Desert Rural - up to 2.49 du/ac (2.1-2.49 du/ac)
- Rural - up to 3.59 du/ac (2.5-3.59 du/ac)
- Low - 3.6 to 5.5 du/ac
- Medium-Low - 5.6 to 8 du/ac
- Medium-Low Attached - 8.1 to 12 du/ac
- Medium - 12.1 to 25 du/ac
- High - 25+ du/ac
- Mixed Use (L,M,L,M,H,O,S,C,C,C,PF)
- Office
- Service Commercial
- General Commercial
- General Tourist Commercial
- Commercial (O,S,C,C,C)
- Park/Recreation/Open Space
- Public Facility
- Resource Conservation
- Right-of-Way

### City of North Las Vegas Land Use Categories

- Light Industrial/Research
- MAASTER PLANNED AREAS
- Planned Community Development
- Town Center
- University/Medical Center

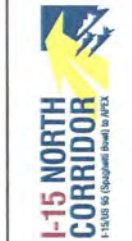
### City of North Las Vegas Land Use Categories

- Residential Densities
  - Very Low (V.LDR) - 0-2 du/ac
  - Low (LDR) - 3-4.5 du/ac
  - Medium-Low (M.LDR) - 4.5-7 du/ac
  - Medium (M.DR) - 7.5-10 du/ac
  - Medium-High (M.HDR) - 10-15 du/ac
  - High (H.DR) - 15-20 du/ac
  - Very High (V.HDR) - 20+ du/ac
- Commercial
  - Convenience
  - Neighborhood
  - Regional
  - Office
  - Community
  - Open Space
- Other
  - Public - Public
  - Public - Public
  - Volunteer
  - Sturdy area
  - Wetland
  - Historical
  - Environmental
- Industrial
  - Light Industrial
  - Heavy Industrial

- City of Las Vegas Redevelopment Area
- City of Las Vegas Downtown North District
- Municipal Boundaries

### Sunrise Manor Land Use Categories

- Open Lands
- Neighborhood
- Up to 0.8 du/ac
- Neighborhood/Agricultural
- Up to 1 du/ac
- Community
- Neighborhood
- Up to 2 du/ac
- Neighborhood Preservation
- Up to 2 du/ac
- Neighborhood
- Up to 3.5 du/ac
- Community
- Up to 4 du/ac
- Neighborhood
- Up to 5 du/ac
- Community
- Up to 6 du/ac
- Neighborhood
- Up to 7 du/ac
- Community
- Up to 8 du/ac
- Neighborhood
- Up to 9 du/ac
- Community
- Up to 10 du/ac
- Neighborhood
- Up to 11 du/ac
- Community
- Up to 12 du/ac
- Neighborhood
- Up to 13 du/ac
- Community
- Up to 14 du/ac
- Neighborhood
- Up to 15 du/ac
- Community
- Up to 16 du/ac
- Neighborhood
- Up to 17 du/ac
- Community
- Up to 18 du/ac
- Neighborhood
- Up to 19 du/ac
- Community
- Up to 20 du/ac
- Neighborhood
- Up to 21 du/ac
- Community
- Up to 22 du/ac
- Neighborhood
- Up to 23 du/ac
- Community
- Up to 24 du/ac
- Neighborhood
- Up to 25 du/ac
- Community
- Up to 26 du/ac
- Neighborhood
- Up to 27 du/ac
- Community
- Up to 28 du/ac
- Neighborhood
- Up to 29 du/ac
- Community
- Up to 30 du/ac
- Neighborhood
- Up to 31 du/ac
- Community
- Up to 32 du/ac
- Neighborhood
- Up to 33 du/ac
- Community
- Up to 34 du/ac
- Neighborhood
- Up to 35 du/ac
- Community
- Up to 36 du/ac
- Neighborhood
- Up to 37 du/ac
- Community
- Up to 38 du/ac
- Neighborhood
- Up to 39 du/ac
- Community
- Up to 40 du/ac
- Neighborhood
- Up to 41 du/ac
- Community
- Up to 42 du/ac
- Neighborhood
- Up to 43 du/ac
- Community
- Up to 44 du/ac
- Neighborhood
- Up to 45 du/ac
- Community
- Up to 46 du/ac
- Neighborhood
- Up to 47 du/ac
- Community
- Up to 48 du/ac
- Neighborhood
- Up to 49 du/ac
- Community
- Up to 50 du/ac



## Future Land Use



Figure II-3

land is under the control of the Paiute Indian colony and future development of the vacant three-acre parcel is encouraged by the City of Las Vegas to be consistent with the existing land uses in the area and in conformity with the *Downtown North Land Use Plan*.

In the City of Las Vegas, proposed future land uses have been identified in each of the master plans and redevelopment plans discussed above. The City of Las Vegas has prepared a Future Land Use Map to reflect the adopted goals and policies of these aforementioned planning initiatives. Originally adopted in August 1999, the map has been revised repeatedly as newer plans have been introduced and refined.

The Comprehensive Plan for North Las Vegas was completed in 1999. Since that time, the City has experienced substantial growth and many changes in land use patterns. One major factor has been the Bureau of Land Management (BLM) sale of 7,500 acres in the northern portion of the City. The additional developable land will allow for the continued growth of the City. Land sold by the BLM is planned for master planned communities, commercial development and a northern campus for the University of Nevada, Las Vegas.

A section of the City of North Las Vegas, abutting the east side of I-15 from Owens Avenue to Carey Avenue, is a Redevelopment Area which focuses on "Planned Unit" development and higher density housing.

The Clark County Comprehensive Plan was adopted in 1983. The stated purpose of the plan was to respond to the County's intense growth rate and to provide a management framework for growth into the year 2000. Since that time, the Department of Comprehensive Planning has adopted additions to the plan, referred to as elements, which address changing conditions and future needs of the County. The Land Use Element includes several individually adopted plans which contain the land use plans for the unincorporated portions of Clark County. A portion of the proposed project area, east of the I-15 freeway, between Cheyenne Avenue and the Speedway lies within the Sunrise Manor planning area. The future land use plan of Sunrise Manor reflects the goals identified in *Sunrise Manor Land Use Plan* (adopted April 9, 1999).

Figure II-3 presents the future land uses in the proposed project area. This figure represents a composite of the most recently approved future land use plans for the City of Las Vegas (2004), City of North Las Vegas (1999), and the Sunrise Manor Planning Area (2005). In the proposed project area, future land use plans include industrial uses on both sides of I-15 for almost its entire length. Except for the existing residential area on the east side of I-15 between Carey Avenue and Cheyenne Avenue, areas which are not planned for industrial use are included in redevelopment areas.

### 3 Zoning

Zoning in the proposed project area within the City of Las Vegas is varied. On the west side of I-15, most of the zoning is for medium- and high-density residential uses, with some interspersed commercial and civic district zones. On the east side of I-15, much of the area is zoned for industrial uses, intended to provide for heavy manufacturing, light industry, and research land uses. The Paiute Indian Reservation and a Salvation Army facility are both located on land zoned Industrial.

In the City of North Las Vegas, within the proposed project area, most of the west side of I-15 and several sections of the east side are zoned general industrial, allowing for manufacturing, warehousing, business back offices, auto repair and junkyards, and other general industrial uses. This zoning, and consequently the industrial land uses, is appropriate in this corridor due

to the location of the Union Pacific Rail Railroad along the western side I-15 in the City of North Las Vegas throughout the entire proposed project area. The west side of I-15, in the vicinity of the Lamb Boulevard Interchange, has a large area zoned for Planned Unit Development (PUD). The PUD classification is an alternative to conventional zoning to encourage innovations in residential, commercial, and industrial development. The PUD may include any development having one or more principal uses on a single parcel or contiguous parcels. The PUD is intended to consist of a harmonious selection of land uses and groupings of buildings, parking areas, circulation, and open spaces, and would be designed as an integrated unit. This area is currently vacant, but development has been approved.

The east side of I-15, in the City of North Las Vegas, has a variety of zones. In the southeastern portion of the proposed project area, much of the City is zoned for single-family residential with interspersed commercial and other zones. The central portion of the proposed project area on the east side of I-15 is mostly zoned for general industrial uses. The extreme northeastern portion of the proposed project area is mostly zoned for open land, as these lands are owned by the U.S. Bureau of Land Management (BLM). The proposed project is within the Las Vegas Resource Management Plan area (October, 1998) of the BLM where development is permitted, although parcels near I-15 are not planned for sale.

The portion of the Sunrise Manor planning area within the proposed project area is zoned residential (single-family and medium-density) and industrial.

Land uses in the proposed project area are generally consistent with zoning.

#### **4. Community Facilities and Neighborhood Cohesion**

The Existing Land Use Map (Figure II-2) shows the locations of 26 community facilities within one-half mile of the proposed project. These include nine schools, nine parks, five non-profit missions/homeless relief facilities, a fire station, a golf course, and a social recreation club. There are also several neighborhood churches in the proposed project area. There are no hospitals or libraries in the proposed project area.

Within the proposed project area, industrial land uses along the Union Pacific Railroad, which parallels I-15, separates neighborhoods east and west of I-15. East and west of I-15, existing residential areas exhibit varying degrees of neighborhood cohesion. Rather than one large neighborhood, residential areas are comprised of many neighborhoods within the City of Las Vegas and the City of North Las Vegas. Within the City of Las Vegas, the proposed project area lies within five established neighborhoods each with its own neighborhood association. No specific neighborhood associations exist within the City of North Las Vegas; however there are a few small residential communities along the east side of I-15 between Owens Avenue and Cheyenne Avenue. These are older neighborhoods with greater cohesion than many of the newer areas recently built in the City of North Las Vegas. The proposed project area includes numerous community facilities that serve as public gathering places, e.g. parks designated for people of all ages as well as specialty parks for children and senior citizens.

#### **5. Impacts and Mitigation**

##### **a. Impacts**

Construction of the proposed project will require the acquisition of portions of approximately 15 parcels of land in the proposed project area, totaling approximately 20 acres, but including less than one acre of developed land. No businesses, residences or community facilities will be

displaced. The proposed project will not alter the land use patterns, zoning classifications, or neighborhood cohesion in the proposed project area. The proposed project will improve access to and from the many communities along I-15 and improve circulation at freeway interchanges.

#### **b. Mitigation**

As discussed in Section II.D.4, noise barriers are proposed along I-15 to shield the City of Las Vegas Ethel Pearson Park and James Gay Park. As a consequence, noise levels at these parks will be reduced, providing a benefit to the parks with the proposed project.

Contract specifications will require the proposed at-grade noise barrier adjacent to the James Gay Park to be constructed prior to construction activities in adjacent highway areas. The proposed noise barrier adjacent to the Ethel Pearson Park will be constructed concurrently with the proposed retaining walls and bridge structures adjacent to the park.

### **D. Air Quality**

#### **1. Existing Conditions**

The proposed project is located in the Las Vegas Valley, which is classified by the United States Environmental Protection Agency (USEPA) as a non-attainment area for Carbon Monoxide (CO) and Particulate Matter (PM<sub>10</sub>), as well as a non-attainment area for the 8-hour Ozone (O<sub>3</sub>) standard.

#### **2. Air Receptor Locations and Methodology**

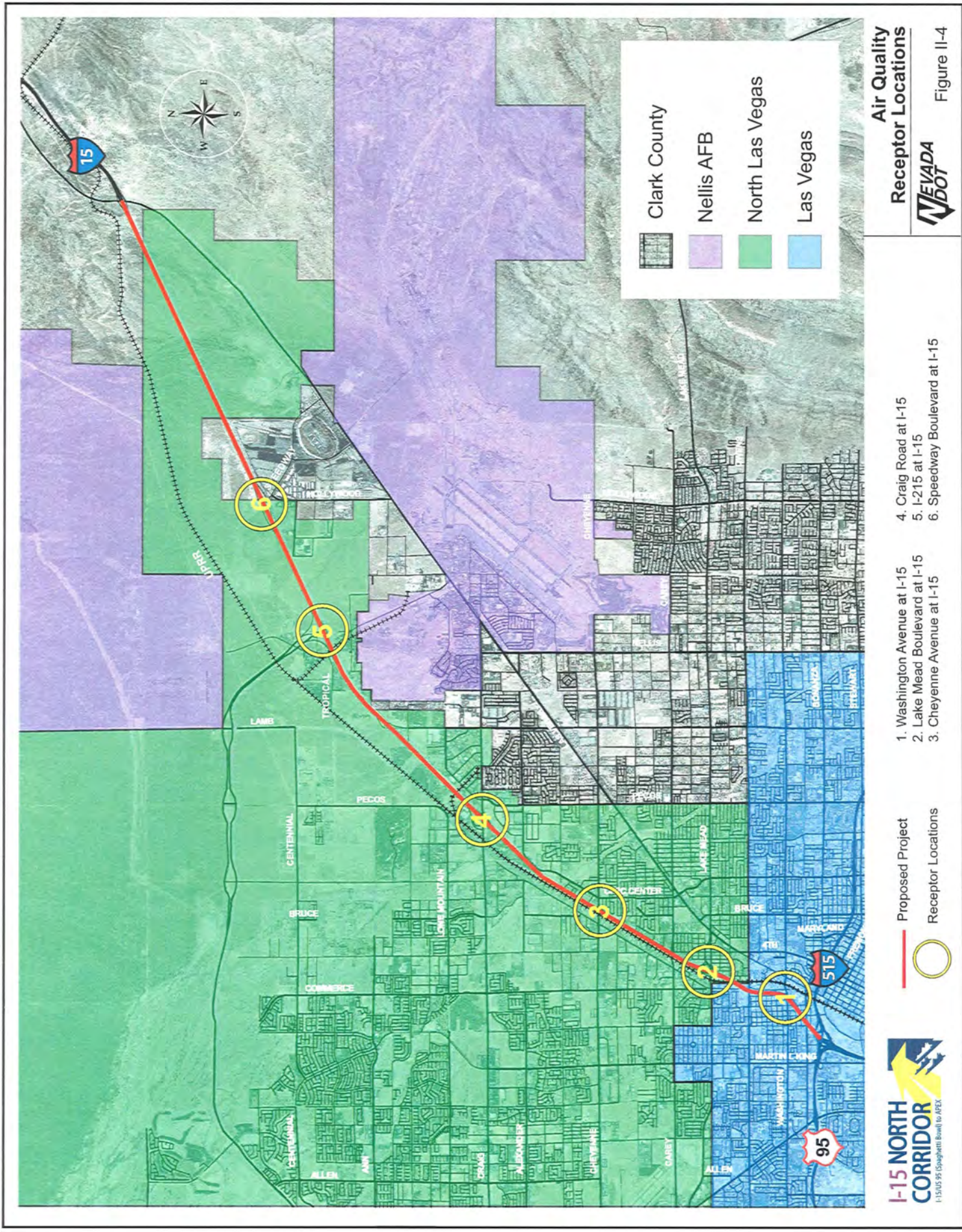
To assess the potential effects of vehicular emissions associated with the proposed project, concentrations of CO and PM<sub>10</sub> were predicted for the Build and No-Build Alternatives based on Year 2030 traffic forecasts.

The six highest volume intersections in the proposed project area were selected to represent worst-case conditions. As shown in Figure II-4, the six intersections included:

- (1) Washington Avenue at I-15;
- (2) Lake Mead Boulevard at I-15;
- (3) Cheyenne Avenue at I-15;
- (4) Craig Road at I-15;
- (5) The Beltway (I-215) at I-15; and,
- (6) Speedway Boulevard at I-15.

To perform localized (hot spot) air quality analyses, air quality models were utilized, including the EPA-developed MOBILE6.2 Model for CO and PM<sub>10</sub> emissions analyses; and the CAL3QHC Model for mobile source dispersion and ambient impact analyses. Air quality impacts resulting from vehicular movements, traffic volumes, vehicle speeds, and other activities were evaluated based on Year 2030 traffic forecasts.

Based on a recommendation from the Clark County Department of Air Quality and Environmental Management and a review of the most recent monitored air quality data, the year 2030 ambient CO background concentrations utilized were 6.2 ppm (parts per million) and 4.3 ppm, respectively for 1-hour and 8-hour levels. The 2030 ambient 24-hour PM<sub>10</sub> background value was estimated by utilizing monitored values within the north Las Vegas Valley at various



**Air Quality Receptor Locations**



Figure II-4

- 1. Washington Avenue at I-15
- 2. Lake Mead Boulevard at I-15
- 3. Cheyenne Avenue at I-15
- 4. Craig Road at I-15
- 5. I-215 at I-15
- 6. Speedway Boulevard at I-15

- Proposed Project
- Receptor Locations



monitoring sites during the most recent year. To be conservative, an average of the maximum 24-hour PM<sub>10</sub> measurements (74 µg/m<sup>3</sup>) was used as the 2030 background concentration.

### 3. Impacts

Tables II-2 through II-5 summarize the predicted concentrations of CO and PM<sub>10</sub> at analyzed intersections in year 2030, under both No-Build and Build Alternatives. For all cases examined, the highest predicted Year 2030 No-Build 1-hour and 8-hour CO concentrations are 9.1 ppm and 6.3 ppm, respectively. The Year 2030 Build CO concentrations are 9.2 ppm and 6.3 ppm for 1-hour and 8-hour levels, respectively. The highest predicted 24-hour PM<sub>10</sub> concentration is 79.6 µg/m<sup>3</sup> for Year 2030 No-Build Alternative, while the highest predicted 24-hour PM<sub>10</sub> concentration for year 2030 Build Alternative is 80.0 µg/m<sup>3</sup>.

Predicted CO and PM<sub>10</sub> concentrations will not exceed the NAAQS with either the Build or No-Build Alternatives.

**Table II-2  
Predicted Year 2030 CO Concentrations: No-Build Alternative**

<u>Intersection Locations</u>	1-Hour (ppm)		8-Hour (ppm)	
	Total Conc.*	NAAQS	Total Conc.**	NAAQS
Washington Avenue at I-15	9.1	35.0	6.3	9.0
Lake Mead Boulevard at I-15	8.6		6.0	
Cheyenne Avenue at I-15	8.1		5.6	
Craig Road at I-15	8.1		5.6	
I-215 & Tropical Parkway at I-15	7.5		5.2	
Speedway Boulevard at I-15	8.1		5.6	

\*Concentration, including 1-hour background concentration 6.2 ppm

\*\*Concentration, including 8-hour background concentration 4.3 ppm

**Table II-3  
Predicted Year 2030 CO Concentrations: Build Alternative**

<u>Intersection Locations</u>	1-Hour (ppm)		8-Hour (ppm)	
	Total Conc.*	NAAQS	Total Conc.**	NAAQS
Washington Avenue at I-15	9.2	35.0	6.3	9.0
Lake Mead Boulevard at I-15	8.5		5.9	
Cheyenne Avenue at I-15	7.9		5.5	
Craig Road at I-15	8.5		5.9	
I-215 & Tropical Parkway at I-15	8.0		5.5	
Speedway Boulevard at I-15	8.4		5.8	

\*Concentration, including 1-hour background concentration 6.2 ppm

\*\*Concentration, including 8-hour background concentration 4.3 ppm

**Table II-4  
Predicted Year 2030 PM<sub>10</sub> Concentrations: No-Build Alternative**

<u>Intersection Locations</u>	24-Hour (µg/m <sup>3</sup> )	
	Total Conc.*	NAAQS
Washington Avenue at I-15	79.6	150.0
Lake Mead Boulevard at I-15	79.6	
Cheyenne Avenue at I-15	78.4	
Craig Road at I-15	78.8	
I-215 & Tropical Parkway at I-15	76.0	
Speedway Boulevard at I-15	78.4	

\*Concentration, including 24-hour background 74.0 µg/m<sup>3</sup>

**Table II-5  
Predicted Year 2030 PM<sub>10</sub> Concentrations: Build Alternative**

<u>Intersection Locations</u>	24-Hour (µg/m <sup>3</sup> )	
	Total Conc.*	NAAQS
Washington Avenue at I-15	79.6	150.0
Lake Mead Boulevard at I-15	80.0	
Cheyenne Avenue at I-15	72.6	
Craig Road at I-15	79.6	
I215 & Tropical Parkway at I-15	77.2	
Speedway Boulevard at I-15	78.8	

\*Concentration, including 24-hour background 74.0 µg/m<sup>3</sup>

Regionally, vehicle miles of travel are expected to decrease with the proposed project while vehicle miles of travel on I-15 are predicted to double. This will result in a regional decrease in PM<sub>10</sub> and possible increase in PM<sub>10</sub> near I-15.

The Clark County Department of Air Quality and Environmental Management operates four air quality monitoring stations located within two miles of I-15 in the proposed project area. During the most recent 12-month period, maximum 24-hour concentrations of PM<sub>10</sub> ranged from 66 to 100 µg/m<sup>3</sup> at these four stations.

According to the RTP, only 26 percent of PM<sub>10</sub> emissions in the Las Vegas Valley are linked to travel on paved roads. Measured PM<sub>10</sub> levels near I-15 are well below the national ambient air quality standard (NAAQS) of 150 µg/m<sup>3</sup> for a 24-hour period. Therefore, an increase in local PM<sub>10</sub> due to increased vehicle miles of travel on I-15 is not expected to result in an exceedance of the NAAQS.

**4. Construction Impacts**

Increased CO levels will occur during construction due to traffic congestion and equipment operations. This increase in CO is temporary and will not cause long term adverse affects. An increase in PM<sub>10</sub> levels will occur during the construction phases of the project due to the generation of fugitive dust.

## 5. Mitigation Measures

Predicted Year 2030 concentrations for CO and PM<sub>10</sub> will not exceed the NAAQS so that mitigation for increased concentrations of CO or PM<sub>10</sub> is not necessary.

Contract specifications will require the contractor to obtain and comply with a Dust Control Permit for Construction Activities issued by the Clark County Department of Air Quality Management (CCDAQM). In addition, the contractor must comply with all Federal, State, and local laws, ordinances, and regulations governing air pollution control. To limit the potential for adverse particulate matter emissions, mitigation will include, at a minimum, the following best management practices:

- Watering of exposed earth surfaces during excavation, grading and construction activities;
- Watering of all active portions of the construction site to limit vehicular and wind blown dust;
- Cleaning of adjacent streets to remove accumulated silt from construction activities;
- Covering or watering material being transported off-site;
- Measures to prevent tracking of mud and other wet soils to the nearby streets; and,
- Periodic review and inspection of construction practices to ensure that particular mitigation strategies are properly implemented.

## 6. Project Conformity

The proposed project is in the Clark County Regional Transportation Plan and the Clark County Transportation Improvement Program. The proposed project is listed in the State Transportation Improvement Plan (STIP) which has been approved by the FHWA; therefore, pursuant to 40 CFR 93, the proposed project conforms to the SIP.

Ozone is considered an area-wide pollutant that is assessed in systems-level planning as part of the development of state and local SIPs (the Clark County Department of Air Quality and Environmental Management (DAQEM)). It is also evaluated as part of the conformity process that the MPO, the Regional Transportation Commission of Southern Nevada, is required to do. Therefore, ozone is a concern at the project level only to the extent that the proposed project is part of a conforming regional transportation plan. As such, ozone is not a concern as a "hot-spot" pollutant.

## 7. Mobile Source Air Toxics

The U.S. Environmental Protection Agency (USEPA) has established a list of six priority mobile source air toxics (MSATs). The priority MSATs are benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1,3 butadiene. The priority MSATs were identified by the USEPA as likely to present the highest risks to public health and welfare, and some of them are known or likely human carcinogens. The MSATs are emitted from highway vehicles (cars, trucks, buses) and non-road mobile sources (aircraft, marine vessels, construction equipment).

Air toxic analysis is an ongoing area of research by both USEPA and the Federal Highway Administration (FHWA). NDOT is providing funding to the Clark County School District (CCSD) to assist with retrofitting their diesel bus fleet with emissions reductions technology.

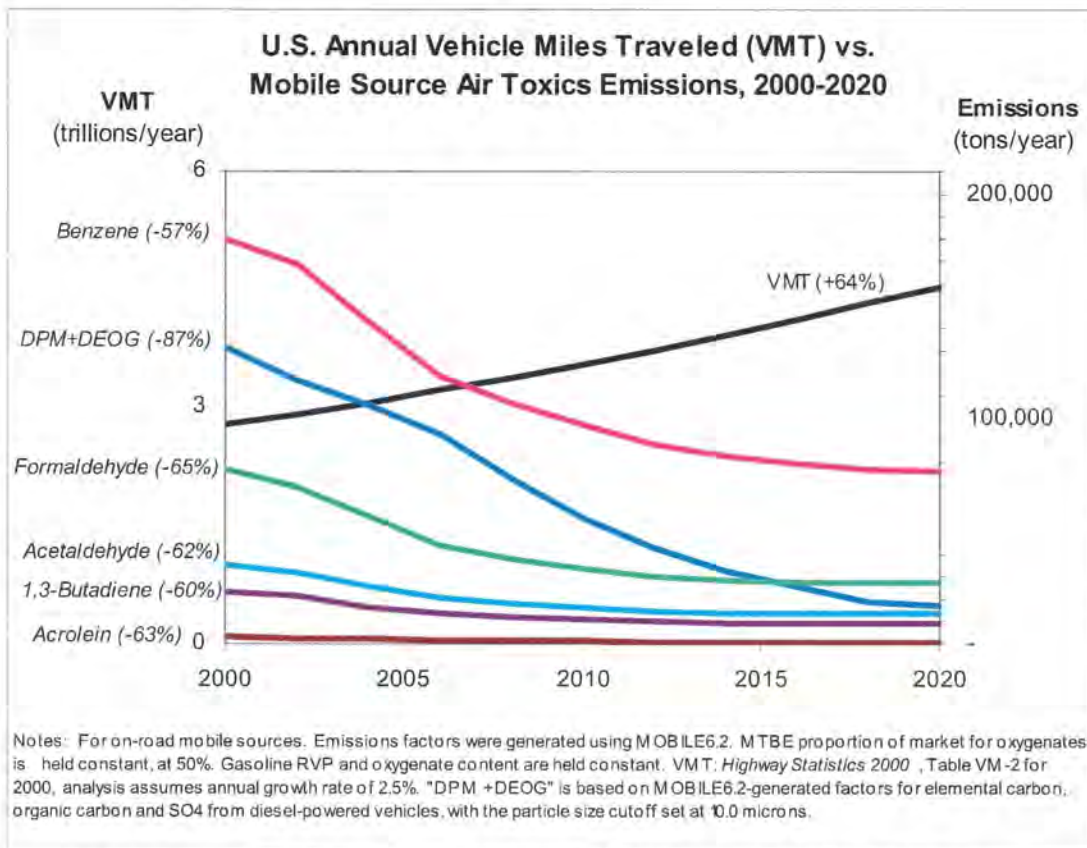
A recent analysis by the FHWA shows there will be reductions on MSATs nationwide as a result



of present and future mobile source control strategies (see Figure II-5). In 2001, the USEPA examined the impacts of existing and newly enacted control programs, including the heavy-duty engine and on-highway diesel fuel sulfur requirements, which are to be implemented nationwide by 2007.

Figure II-5 shows that between 2000 and 2020 on-highway emissions of benzene, formaldehyde, 1,3 butadiene, and acetaldehyde will be reduced by 57 to 65 percent. In addition, on-highway diesel particulate matter emissions will be reduced by 87 percent. These reductions in MSATs will be realized despite the projected 64 percent growth in vehicle-miles-traveled (VMT).<sup>2</sup>

Figure II-5



Source: Interim Guidance on Air Toxic Analysis in NEPA Documents, FHWA, February 2006

A recent study by NDOT<sup>3</sup> concluded that there would be area-wide reductions in the daily VMT of over 1.7 million miles per day for the I-15 preferred alternative. As a result, there will be lower MSAT and criteria pollutant emissions, because mobile source air pollutant emissions are tied to VMT.

Reductions in MSATs will also be realized from the enhanced LOS the proposed project will provide. Enhancing the LOS along I-15 will result in increased average speeds. Projects that

<sup>2</sup> FHWA report entitled "A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives; www.fhwa.dot.gov/environmental/airtoxic/

<sup>3</sup> I-15 Northeast Corridor Study: Detailed Evaluation of Alternatives, NDOT, 2002.

result in increased travel speeds will *reduce* emissions of the VOC-based MSATs (diesel exhaust gases, acetaldehyde, benzene, formaldehyde, acrolein, and 1,3 butadiene).<sup>4</sup>

## E. Noise

### 1. FHWA Regulations and NDOT Policy

Traffic noise impact and abatement analyses were conducted in accordance with the procedures as set forth in the FHWA's *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, 23 Code of Federal Regulations (CFR) Part 772; FHWA Policy and Guidance document issued in June 1995; and NDOT's *Traffic and Construction Noise Abatement Policy*, as approved by FHWA on February 14, 2003 (see Appendix D). The traffic noise level predictions and noise mitigation analyses were performed using FHWA's *Highway Traffic Noise Model 2.5*. The FHWA NAC is presented in Table II-6.

**TABLE II-6**  
**FHWA Noise Abatement Criteria (NAC)**  
**Hourly A-Weighted Sound Level in Decibels (dBA)**

Activity Category	Noise Abatement Criteria		Description of Activity Category
	L <sub>10</sub>	L <sub>eq</sub>	
A (Exterior)	60	57	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B (Exterior)	70	67	Picnic areas, recreation areas, playgrounds, active sports areas, and parks that is not included in Category A; and residences, motels, hotels, public meeting rooms, schools, churches, libraries and hospitals.
C (Exterior)	75	72	Developed lands, properties or activities not included in Categories A or B above.
D	-	-	Undeveloped lands.
E (Interior)	55	52	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: Title 23 Code of Federal Regulations, Part 772.

Figure II-6 illustrates typical sounds and their corresponding noise levels in decibels.

A traffic noise impact is identified, and consideration of noise abatement is required, when:

- Leq (h) noise levels approach or exceed the FHWA NAC given in Table II-6 where "approach" means within 1 dBA of the NAC (i.e., at an absolute noise level of 66 dBA for Activity B land uses).
- There is a substantial increase in the predicted noise levels over the existing noise levels, regardless of whether or not the NAC level is exceeded. Since the FHWA NAC does not specifically define "substantial noise increase," the substantial increase of 15 dBA as defined in NDOT's *Traffic and Construction Noise Abatement Policy* was utilized in the analysis for this study.

<sup>4</sup> *Interim Guidance on Air Toxic Analysis in NEPA Documents*, FHWA, February 2006.

# TYPICAL SOUNDS AND THEIR CORRESPONDING NOISE LEVELS

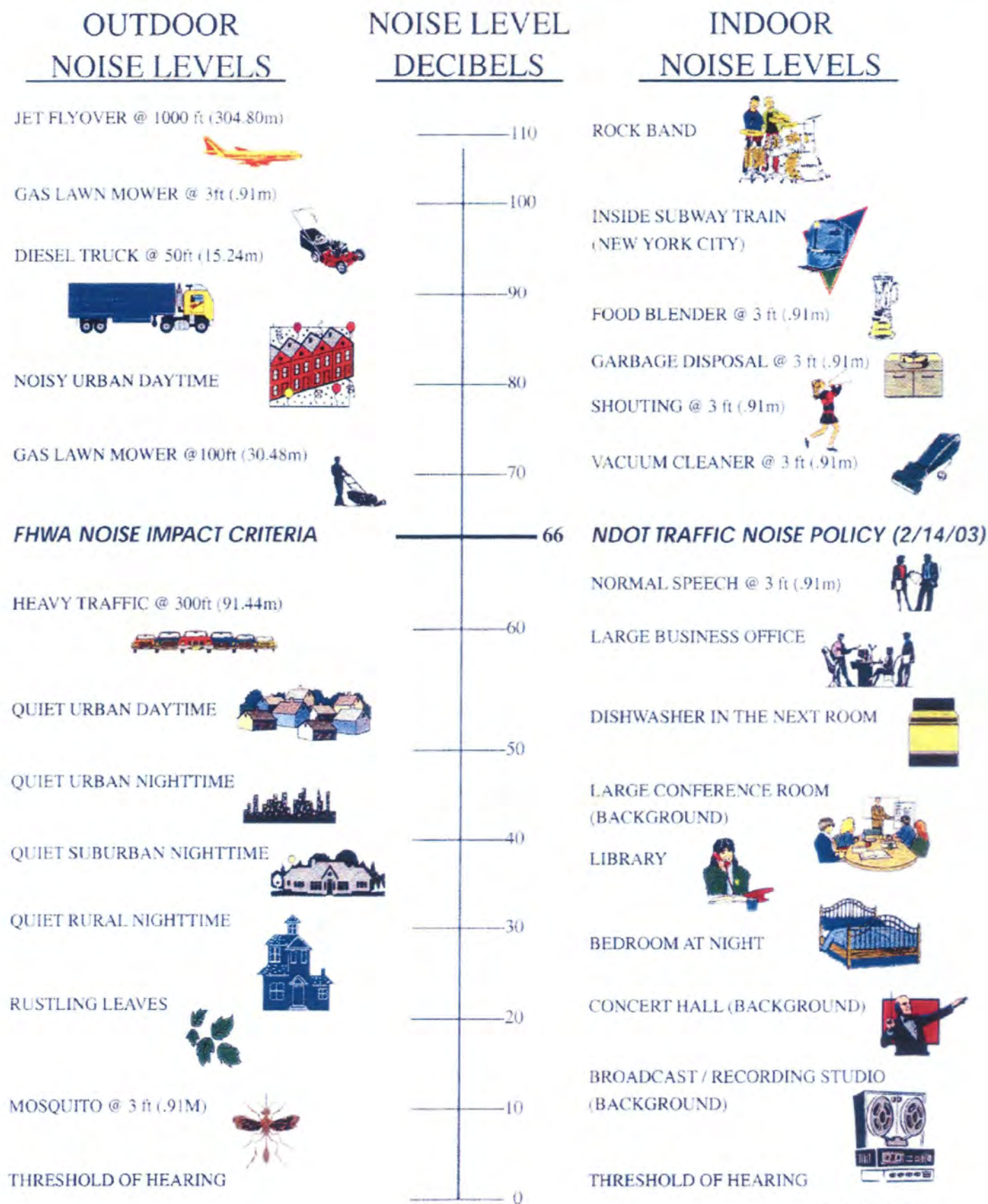


FIGURE II-6

Therefore, based on the above criteria, any receptor(s) experiencing at least a 15 dBA increase over the existing outdoor noise level, regardless of absolute noise level, is eligible for consideration of noise abatement. In addition, any Activity Category B land uses experiencing a post-project outdoor noise level of 66 dBA or greater is also eligible for consideration of noise abatement.

## 2. Existing Noise-Sensitive Areas

A total of ten receptors sites within seven Noise-Sensitive Areas (NSAs) were measured to determine existing noise levels along I-15. The locations of these receptor sites and NSAs are depicted in Figure II-7. All NSAs are Activity Category B. Table II-7 summarizes the monitoring results. These NSAs, receptor sites, and noise monitoring results are described below and shown in Figure II-7, Sheets 1 through 4:

**Table II-7  
Existing Noise Measurement Results for Noise Sensitive Areas 1 through 7**

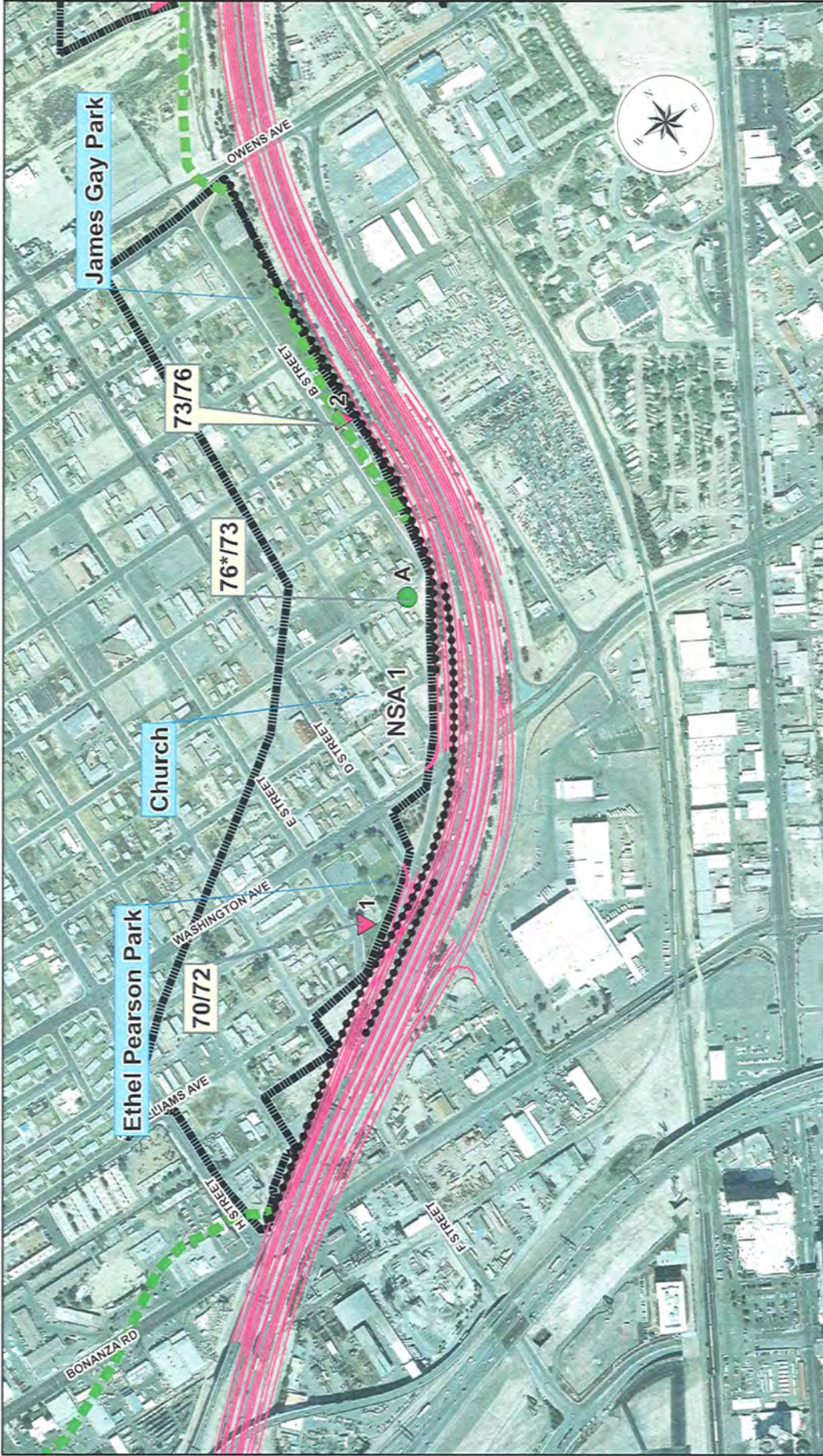
Noise Sensitive Area	Measurement Site Number	Location/Address	Measured Noise Levels (Leq, dBA)
1	1	Ethel Pearson Park	69.9
	A	211 Jefferson Street	75.8
	2	James Gay Park	72.8
2	3	Cadillac Lane	61.0
3	4	1906 Goldfield Street	68.8
4	5	Reynaldo L. Martinez Elementary School	62.4
	5A	501 North 5 <sup>th</sup> Street	67.0
5	6	2602 Bulloch Street	62.9
	B	Basketball Court on Evans Ave	68.3
6	7	1842 Renada Circle	58.3
7	8	3537 C Bulloch Street	65.0

Source: Parsons Brinckerhoff, 2005

NSA-1 represents the single- and multi-family residences, two schools, and two parks, located on the west side of I-15 between H Street and Owens Avenue.

- Site 1 is located at Ethel Pearson Park along E street. The measured noise level was 70 dBA. The major noise source is I-15, which is above grade in this location.
- Site A is a 24-hour measurement located at 211 Jefferson Street. The noise level was 76 dBA. The major noise source is I-15, which is at grade in this location.
- Site 2 is located at James Gay Park in the southern picnic area. The measured noise level was 73 dBA. The major noise source is I-15, which is below grade in this section.

NSA-2 represents approximately 15 single-family homes on Cadillac Lane on the west side of I-15. A field measurement of existing noise levels was not taken due to construction on Cadillac Lane. An estimated (existing) peak hour noise level of 61 dBA was modeled at the southern end of Cadillac Lane. I-15 is below grade in this section.

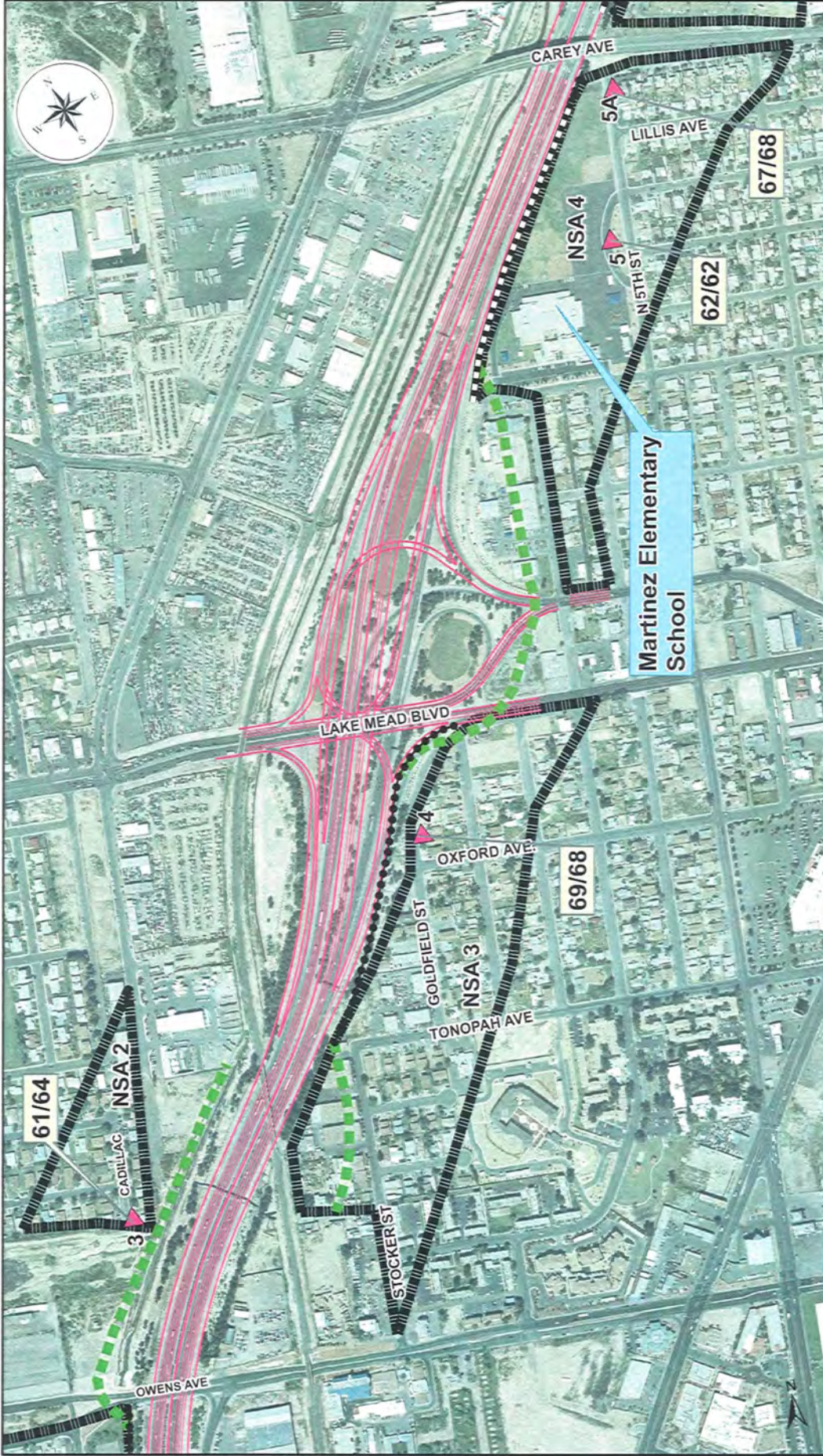


- Proposed Noise Barrier
- Existing Noise Barrier
- 66dBA for Future Build Alternative With Proposed Barriers
- Short Term Measurement Site
- 24hrs Measurement Site
- dBA Pre-Construction/2030 Predicted Noise Levels w/o Barriers
- xx/xx  
xx/xx may be higher than the 2030 Predicted Noise Levels from only the I-15.
- Noise Sensitive Area



## Noise Measurement Locations/ Noise Contour Maps





dBA Pre-Construction/2030 Predicted Noise Levels w/o Barriers  
 xx/xx = Existing 24-hour measurements, include noise source other than the I-15  
 and may be higher than the 2030 Predicted Noise Levels from only the I-15.

Proposed Noise Barrier  
 Existing Noise Barrier  
 66dBA for Future Build Alternative  
 With Proposed Barriers

Short Term Measurement Site  
 24-hrs Measurement Site  
 Noise Sensitive Area



**Noise Measurement Locations/  
 Noise Contour Maps**





xx/xx  
 dBA Pre-Construction/2030 Predicted Noise Levels w/o Barriers  
 \* Existing 24 hour measurements include noise sources other than the I-15 and may be higher than the 2030 Predicted Noise Levels from only the I-15.

▲ Short Term Measurement Site  
 ● 24hrs Measurement Site  
 Noise Sensitive Area

●●●●● Proposed Noise Barrier  
 ■■■■■ Existing Noise Barrier  
 ■■■■■ 66dBA for Future Build Alternative With Proposed Barriers

0 195 390 780 1,170 1,560 Feet  
 0 60 120 240 360 480 Meters

# Noise Measurement Locations/ Noise Contour Maps





●●●●● Proposed Noise Barrier  
 ■■■■■ Existing Noise Barrier  
 ■■■■■ 66dBA for Future Build Alternative  
 ■■■■■ With Proposed Barriers

▲ Short Term Measurement Site  
 ● 24hrs Measurement Site

■ Noise Sensitive Area

■■■■■ dBA Pre-Construction/2030 Predicted Noise Levels w/o Barriers  
 ■■■■■ Existing 24 hour measurements include noise sources other than the I-15 and may be higher than the 2030 Predicted Noise Levels from only the I-15.





NSA-3 represents the single- and multi-family homes located along Tonopah Avenue and Goldfield Street on the east side of I-15.

- Site 4 is located at 1906 Goldfield Street. The measured noise level was 69 dBA. The major noise sources are I-15 and the NB off-ramp to Lake Mead Boulevard.

NSA-4 represents the Reynaldo L Martinez Elementary School and single-family homes located on North 5<sup>th</sup> Street south of Carey Avenue on the east side of I-15. A 14-foot high noise barrier extends along I-15 providing a shield of the traffic noise for the school playground, but the gap between the north end of the barrier and the Carey Avenue bridge leaves several homes unshielded.

- Site 5 is located at the southern end of the Reynaldo L. Martinez Elementary School parking lot. The measured noise level was 62 dBA. The major source of noise is I-15 which is at grade in this location.
- Site 5A is located at 501 North 5<sup>th</sup> Street, just west of Carey Avenue. The measured noise level was 67 dBA. The homes home between Lillis Avenue and Carey Avenue are unshielded from the I-15 traffic noise.

NSA-5 represents the single- and multi-family homes on Bulloch Street between Carey Avenue and Evans Avenue on the east side of I-15. A 16-foot high noise barrier extends along I-15 providing a shield of the traffic noise for the homes.

- Site 6 is located at 2620 Bulloch Avenue. The measured noise level was 63 dBA. The major sources of noise are I-15 which is at grade in this location and aircraft from Nellis Air Force Base.
- Site B was measured at the basketball courts of the multi-family homes along Evans Avenue. The noise level was 68 dBA. The major sources of noise are I-15 which is at grade in this location and aircraft from Nellis Air Force Base.

NSA-6 represents the single-family homes south of Cheyenne Avenue on the east side of I-15. An existing noise barrier extends along I-15. The barrier is 14 to 16 feet high and tapers from 14 feet to six feet high at the north end.

- Site 7 is located at 1842 Renada Circle. The measured noise level was 58 dBA. The major sources of noise are I-15 which is at grade in this location and aircraft from Nellis Air Force Base.

NSA-7 represents the multi-family homes north of Cheyenne Avenue along Bulloch Street on the east side of I-15. A 14- to 16-foot high noise barrier extends along I-15 providing a shield of the traffic noise for most of the homes.

- Site 8 is located at 3537C Bulloch Street. The measured noise level was 65 dBA. The major sources of noise for are I-15 which is at grade in this location and aircraft from Nellis Air Force Base.

### 3. Impacts and Mitigation

Impacts were analyzed and evaluated against the FHWA Noise Abatement Criteria. The FHWA criterion for category B land use receptors in the proposed project area considers a noise impact to occur when predicted noise levels approach (within one dBA) or exceed 67 dBA. NDOT policy also considers an impact to occur when noise levels increase by 15 dBA or more

over existing noise levels due to a proposed project. Mitigation measures were considered and evaluated, per FHWA and NDOT policies, when an impact was determined to have occurred.

Mitigation of noise levels may occur at the noise source, along the path of the noise, or at receiver locations. Mitigation of noise levels occurs in nature to varying degrees as sound propagates from the source over terrain surfaces (scattering and ground attenuation), as the distance between the source and receiver increases (dispersion), and when intervening natural terrain features intersect the path of the noise source to the receiver (diffraction).

Mitigation of the noise source is achieved by regulatory limits on vehicle emissions by mufflers and exhaust systems. A variety of mitigation measures, as specified in 23 CFR Part 772, can also be considered either at the roadway, along the path of the noise, or, in limited situations, at the receiver.

Traffic management measures which alter vehicle type, speed, volume, and/or time of operations can be effective noise abatement measures if they don't conflict with roadway capacity and safety requirements. For this project, traffic management measures are not considered to be appropriate noise abatement strategies. It should be noted, however, that intelligent transportation systems have been included as part of the proposed project, but not to a level where it would have any impact on noise levels. Therefore, this mitigation measure does not serve to reduce noise levels, and is not considered further for this project.

Noise insulation of public buildings, such as schools, provides an additional type of mitigation for reducing noise levels attributed to traffic operations. Several schools are located along the freeway. At the school sites, noise barriers have been constructed and have proven to be effective in limiting noise.

The most common type of noise mitigation is the construction of physical barriers, typically in the form of noise barriers between the roadway (noise source) and the receiver locations. According to NDOT's Traffic and Construction Noise Abatement Policy, a 5 dBA reduction in highway traffic noise levels at the first row of receptors and a 3 dBA reduction at the second row of receptors are classified as a substantial noise reduction. Mitigation is designed to achieve these levels of noise reduction rather than a specified absolute noise level.

Barrier costs were estimated using a factor of \$27.00 per square foot of barrier. Any dwelling unit that receives 3 dBA or more noise level reduction would be considered as having benefited from the construction of a barrier. A barrier is considered reasonable if it costs less than \$15,000 per benefited resident. The maximum estimated construction cost of \$15,000 per benefited resident has been used with the concurrence of NDOT Environmental Services Division, reflecting increased construction costs over the \$12,000 per benefited resident given in the NDOT Traffic and Construction Noise Abatement Policy. Based on the local demographic profile, an average of 2.6 residents per dwelling unit was used in the proposed project area to evaluate the reasonableness of a barrier. If a barrier can provide a substantial noise reduction and is considered reasonable, then it is considered to be feasible and is recommended as mitigation.

Preliminary noise barrier locations with uniform heights between eight and 16 feet were modeled and evaluated for the NSAs along I-15. The number of single- and multi-family residences, schools, parks, and churches benefiting from substantial noise reduction were counted for each NSA. The number of benefited residences and other noise sensitive sites was then used to evaluate the reasonableness and feasibility of each noise barrier analyzed.

### a. No-Build Alternative

Currently, noise walls exist along much of the I-15 Freeway adjacent to residential areas in the proposed project area. With the No-Build Alternative, these noise walls will continue to provide a reduction in noise levels for many residences in close proximity to I-15. Noise levels for the 2030 No-Build Alternative were modeled based on topographic maps and field reviews. Year 2030 No-Build noise levels are presented in Table II-8.

**Table II-8  
Year 2030 Predicted No-Build Noise Levels**

<b>NSA</b>	<b>2030 No-Build Predicted dBA</b>	<b>Approaches or Exceeds NAC of 67 dBA</b>
1	76	<b>Yes</b>
2	61	No
3	69	<b>Yes</b>
4	67 (62*)	<b>Yes</b>
5	68 (62*)	<b>Yes</b>
6	64	No
7	71	<b>Yes</b>

*\*Predicted noise level at school with existing noise barrier.  
Source: Parsons Brinckerhoff, 2006.*

With the No-Build Alternative, noise levels would be expected to exceed the NAC for five of the seven NSAs in the proposed project area without noise walls. However, noise walls were previously constructed at NSAs 4 through 7. Accordingly, without the proposed project, the NAC would only be exceeded in NSA 1, NSA 3, and NSA 7. For NSA 7, the NAC would only be exceeded for residences near the end of the existing barrier.

### b. Build Alternative

Table II-9 summarizes existing and future (2030) Build Noise Levels, impacts and mitigation for the NSAs within the proposed project area. Proposed noise barrier locations are illustrated in Figure II-7. Each NSA is discussed below.

- NSA-1 represents single- and multi-family residences and two parks, located between H Street and Owens Avenue on the west side of I-15. Future Build noise levels would be 76 dBA and the NAC of 67 dBA would be exceeded at 96 residences in the area.

Future Build noise levels would be reduced by 10 dBA with the construction of noise barriers extending 6,138 feet in length and 12 feet in height. Abated noise levels would be 66 dBA, and 249 residents would be benefited. The noise barriers would cost approximately \$1,988,712, or \$7,897 per benefited resident. The barriers are considered to be feasible and reasonable per FHWA and NDOT criteria.

- NSA-2 represents 15 single-family homes on Cadillac Lane on the west side of I-15. The Future Build noise levels would be 64 dBA and would not exceed the NAC of 67 dBA. Therefore, mitigation measures are not proposed for this area.
- NSA-3 represents the single- and multi-family homes located along Stocker Street, Tonopah Avenue, and Goldfield Street on the east side of I-15. Future Build noise levels would be 68 dBA and the NAC of 67 dBA would be approached at 13 residences in the area.

**Table II-9  
Existing and Future 2030 Build Noise Levels, Impacts, and Mitigation Summary**

NSA	Location	Activity	Ambient	Predicted	Approach or Exceed NAC <sup>1</sup>	Proposed Barrier Length	Barrier Height (ft) <sup>2</sup>	Mitigated Level	Noise Level Reduction	No. of Benefited People	Total Cost of Barrier	Estimated Cost per Resident	Feasible and Reasonable
1	H Street to Owens Avenue	Residential Park Church	76	76	Yes	6,138	12	66	10	249	\$1,988,712	\$7,897	Yes
2	Cadillac Lane	Residential	61	64	No								
3	Stocker Street and Goldfield Street	Residential	69	68	Yes	1,548	8	63	5	34	\$334,368	\$9,834	Yes
4	North 5 <sup>th</sup> Street South of Carey Ave.	Residential School	67	68	Yes	131	14	61	7	23	\$49,518	\$2,153	Yes
5	Bulloch Ave. bet. Carey Ave. & Evans Ave	Residential 2 Schools	68	68	Yes	4,820	16	62	6	468	\$2,082,240	\$4,449	Yes
6	South of Cheyenne Ave.	Residential	58	64	No								
7	North of Cheyenne Ave.	Residential	65	71	Yes	2,844	14	64	7	268	\$1,075,032	\$4,011	Yes
<b>Total</b>						<b>15,481</b>				<b>1042</b>	<b>\$5,929,870</b>	<b>\$5,307</b>	

Source: Parsons Brinckerhoff, 2006.

Notes: <sup>1</sup> NAC Criteria is 67 dBA

<sup>2</sup> Barrier heights are proposed along shoulders and are measured as a height above the outside edge of pavement.

Future Build noise levels would be reduced by 5 dBA with the construction of noise barriers extending 1,548 feet in length and eight feet in height. Abated noise levels would be 63 dBA, and 34 residents would be benefited. The noise barrier would cost approximately \$334,368 or \$9,834 per benefited resident. The barrier is considered to be feasible and reasonable per FHWA and NDOT criteria.

- NSA-4 represents the Reynaldo L Martinez Elementary School and single-family homes located on North 5<sup>th</sup> Street south of Carey Avenue on the east side of I-15. An existing 14 foot high noise barrier extends along I-15 providing a shield of the traffic noise for the school playground, but the gap between the north end of the barrier and the Carey Avenue bridge leaves five homes unshielded. Future Build noise level would be 68 dBA and the NAC of 67 dBA would be exceeded at five residences in the area.

Future Build noise levels would be reduced by 7 dBA with the construction of a noise barrier extending the existing 14 foot high barrier 131 feet in length and 14 feet in height to the Carey Avenue Overpass. Abated noise levels would be 61 dBA, and 23 residents would be benefited. The noise barrier would cost approximately \$49,518 or \$2,153 per benefited resident. The barrier is considered to be feasible and reasonable per FHWA and NDOT criteria.

- NSA-5 represents the single- and multi-family homes on Bulloch Avenue between Carey Avenue and Evans Avenue, McHall Elementary School on Carey Avenue, and Cahlan Elementary School on Evans Avenue on the east side of I-15. An existing noise barrier extends along I-15 providing a shield from the traffic noise for the homes and schools. The existing noise barrier would be removed to widen I-15. With the noise barrier removed the future Build noise levels would be 68 dBA and the NAC of 67 dBA would be exceeded at 180 residences in the area and at the Cahlan Elementary School.

Future Build noise levels would be reduced by 6 dBA by rebuilding the existing noise barrier at the right-of-way line. The new barrier would be 4,820 feet in length with a height of 16 feet. Abated noise levels would be 62 dBA, and 468 residents would be benefited. The noise barrier would cost approximately \$2,082,240 or \$4,449 per benefited resident and would also benefit the Cahlan Elementary School. The barrier is considered to be feasible and reasonable per FHWA and NDOT criteria. The new noise barrier will be constructed before removal of the existing barrier. This will lessen construction noise impacts to the school and residences.

- NSA-6 represents the single-family homes south of Cheyenne Avenue on the east side of I-15. An existing noise barrier extends along I-15 at this location. The barrier is 14 to 16 foot high providing a shield from the I-15 traffic noise for adjacent homes. The noise barrier would not be affected by the proposed project. Noise levels are predicted to be 63 dBA with the proposed project and would not exceed the NAC of 67 dBA. The existing noise barrier will be sufficient to shield homes from predicted traffic. Therefore, mitigation measures are not proposed for this area.
- NSA-7 represents the multi-family homes north of Cheyenne Avenue along Bulloch Street on the east side of I-15. A noise barrier extends along I-15 providing a shield of the traffic noise for most of the homes. The existing barrier would be removed to widen I-15. Future Build noise levels without the barrier would be 71 dBA and the NAC of 67 dBA would be exceeded at 103 residences in the area.

Future Build noise levels would be reduced by 7 dBA by rebuilding the noise barrier

along the right-of-way line. The construction of a new noise barrier along the northbound edge of shoulder extending over the Las Vegas Wash will provide shielding for unprotected residents north of Saturn Avenue. The noise barriers would be a total length of 2,844 feet, which would be 2,260 feet replacing the existing barrier and 584 feet of new barrier, with a height of 14 feet. Abated noise levels would be 64 dBA, and 268 residents would be benefited. The noise barriers would cost approximately \$1,075,032 or \$4,011 per benefited resident. The barrier is considered to be feasible and reasonable per FHWA and NDOT criteria. The new noise barrier will be constructed before removal of the existing barrier. This will lessen the construction noise impacts to the residences.

#### **4. Construction Noise impacts and Mitigation**

##### **a. Construction Noise Impacts**

Construction activity may affect the ambient noise levels with minor increases in dBA at different hours of the workday for the duration of the construction period.

##### **b. Construction Noise Mitigation**

Mitigation measures will be incorporated into the contract documents to reduce potential construction noise impacts. The following mitigation strategies will be employed to limit the impact of noise:

- Source Control
  - All exhaust systems in good working order, also using properly designed engine enclosures, and intake silencers; and,
  - Regular equipment maintenance.
- Site Control
  - Placement of stationary equipment as far away from sensitive receptors as possible (i.e. pumps, compressors, aggregate crushers, AC plants, operators, etc.);
  - Choice of disposal sites and haul routes thereto; and,
  - Employing shielding where possible.
- Time and Activity Constraints
  - Schedule of operations to coincide with periods when people would least likely be affected; and,
  - Limiting working hours and work days to least noise sensitive times.
- Community Awareness
  - Public notification of construction operations; and,
  - Methods to handle complaints.

Construction of permanent noise barriers will be addressed in the contract documents. Where existing noise barriers must be removed to widen the highway, new noise barriers will be constructed prior to demolition of the existing barriers to limit the exposure of receptors to increased noise during construction. In addition, new at-grade noise barriers will be constructed prior to starting construction activities in adjacent highway areas.

##### **c. Noise Mitigation Summary**

Noise barriers totaling 15,481 linear feet and ranging in height from eight feet to 16 feet will be

constructed for NSAs 1, 3, 4, 5 and 7 to reduce noise levels with the Build Alternative.

## F. Cultural Resources

Under the National Historic Preservation Act, its implementing regulations, and other applicable laws and regulations, a review, survey, and evaluation was conducted for prehistoric and historic archaeological sites, historic architecture, and Native American concerns. The review, survey, and evaluation was conducted using personnel and procedures that meet the standards as established by the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

### 1. Area of Potential Effect

There are two Area of Potential Effects (APE) of the proposed project. The Archaeological APE consists of the area of direct effect of the project, which is within the right-of-way. The APE for historic structures would include parcels immediately adjacent to I-15, parcels bordering vacant lots that are immediately adjacent to I-15 and parcels that will be visually impacted by the proposed improvements. If the APE crossed a subdivision, the whole subdivision was included.

### 2. Eligible Sites and Structures

#### a. Archaeological Resources

Research and field investigation determined there are no historic or prehistoric archaeological sites that would be affected by the proposed project.

#### b. Historic Structures

There are five historic structures or districts currently listed on the National Register of Historic Places within the APE, as described below:

- Westside School - Located at Washington and D Streets; listed on March 4, 1981;
- Kyle Ranch - Located at Carey Avenue and Losee Road; listed on October 6, 1975;
- Clark Avenue Railroad Underpass - Located at I-15 and Bonanza Road (formerly called Clark Avenue); listed on January 28, 2004;
- Moulin Rouge Hotel and Casino - Located on 900 W. Bonanza Road; listed on December 22, 1992; and,
- Old Spanish Trail/Mormon Road District - Portions of district located near Apex.

One hundred and twenty-seven structures within the APE are eligible for listing on the National Register of Historic Places. With one exception, each of these 127 structures is a residential unit situated east of I-15 and centered on Lake Mead Boulevard between Tonopah and Judson Avenues. There is also a historic district eligible for the National Register of Historic Places. It is a residential area located east of I-15 between Lake Mead Boulevard and Carey Avenue.

### 3. Determination of Effect

FHWA determined the proposed project will have no historic properties effected on historic and prehistoric archaeological resources. FHWA has not received the final determination of effects from the SHPO, yet. Structures which are currently listed or eligible for listing on the National Register of Historic Places will not be displaced or adversely affected by the proposed project. Viewsheds of historic structures will be unaffected. No mitigation is required.

**G. Water Quality**

**1. Existing Conditions**

**a. Surface Water**

No perennial streams, springs, or wetlands are located within the proposed project area. The proposed project will not impact surface water quality.

**b. Groundwater**

Test borings taken for the preliminary design of the proposed project encountered groundwater at various depths throughout the proposed project area. Groundwater is present at depths as shallow as 11 feet below the existing ground surface from the Spaghetti Bowl Interchange northward to the Lake Mead Boulevard Interchange. The groundwater becomes progressively deeper to the north of Lake Mead Boulevard to depths 40 to 50 feet or greater below the ground surface from Cheyenne Boulevard northward.

**2. Impacts**

**a. Surface Water**

The proposed project will result in an increase in impervious roadway surface thereby reducing the surface area for storm water infiltration. Off-site storm water is conveyed through the proposed project area in a reinforced concrete culvert system. On-site storm water runoff will drain to the culvert system or be conveyed to roadside open channel drainage ditches. Storm water runoff will not flow from the proposed project site directly into Jurisdictional Waters of the U.S.

**b. Groundwater**

No impacts to groundwater are expected with the proposed project.

**3. Mitigation**

No long-term impacts are expected to occur to surface water bodies within the vicinity of the proposed project area; therefore, mitigation will not be necessary. A load or wasteload allocation with associated numerical criteria for urban storm water runoff from highways has not been developed in Nevada. Consequently, NDOT implements a Storm Water Management program (SWMP) promulgated by the National Pollutant Discharge Elimination System (NPDES) Permit for Discharges from NDOT Municipal Separate Storm Sewer Systems (MS4 Permit No. NV0023329). The SWMP is a comprehensive dynamic program developed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable incorporating various BMPs statewide.

Because the project will disturb more than one acre of land, the contractor will be required to file a Notice of Intent (NOI) with the Nevada Division of Environmental Protection's Bureau of water Pollution Control. This provides coverage under the General Permit for Storm Water Discharges Associated with Construction Activity (NVR100000). A Storm Water Pollution Prevention Plan (SWPPP) must be developed prior to the NOI submittal. The SWPPP addresses temporary and permanent water pollution control measures implemented in conformance with the requirements of NDOT's "Construction Site Best Management Practices



Manual". The SWPPP must be updated and maintained throughout the duration of the project.

If a department-furnished material source is utilized for general fill material, aggregate, and/or staging a temporary asphalt or concrete batch plant dedicated solely to the proposed project, then General Permit NVR 100000 covers storm water discharges from the site and/or plant operations. However, a separate SWPPP must be developed to address water pollution control practices for the batch plant operation.

## **H. Floodplains and Hydraulic Assessment**

### **1. Existing Conditions**

According to the 2002 Las Vegas Valley Flood Control Master Plan Update prepared by the Regional Flood Control District, five flood control facilities convey storm flows across I-15 in the proposed project area. These facilities are: the Range Wash Speedway Channel, crossing I-15 north of the Speedway; the Range Wash Hollywood Branch, crossing I-15 at Speedway Boulevard; the Range Wash West Tributary, crossing I-15 north of Lone Mountain Road; the Las Vegas Wash North Channel, crossing I-15 at Alexander Road; and, the Las Vegas Middle Channel, crossing I-15 at Gowan Road.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) panel No. 32003C 2176E, two of these facilities – Range Wash Speedway Channel and Range Wash Hollywood Branch – are not located in areas affected by the 100-year flood. The other three facilities are located in Flood Zone A areas, i.e., flood hazard areas subject to inundation by the one percent annual chance flood event. However, the 100-year flood is contained within the concrete lined culverts at each of these I-15 crossings.

### **2. Impacts**

The proposed project will not encroach into floodplains. The existing culvert system crossing I-15 will continue to convey the 100 year flood with no change in flood elevation. Therefore no impacts to floodplains are anticipated.

### **3. Mitigation**

Since the proposed project will not result in any impacts to floodplains, no mitigation is required.

## **I. Biological Resources**

### **1. Existing Conditions**

#### **a. Vegetation**

Little or no natural vegetation is found along I-15 from the US-95 Interchange to Craig Road. The area from Craig Road to the Speedway Boulevard Interchange is highly disturbed, but contains native and non-native plants. Native habitat extends from the Speedway Boulevard Interchange north to the Apex Interchange, the northern limit of the proposed project area.

From the Speedway Boulevard Interchange northward, the proposed project area is situated on an alluvial plain derived from the calcareous formations nearby. The plain gently slopes to the southeast with incised washes routed under I-15. Desert pavements are common on top of the alluvium. Creosote Brush Scrub is the dominant plant community above the washes on the

alluvial deposits. The key plants in this community are *Larrea tridentate* (Creosote Bush) and *Ambrosia dumosa* (White Bur-Sage). Within this plant community outcrops of the light colored Muddy River Formation appear. These soils have a high content of gypsum and are the location of several BLM sensitive plant species listed as threatened or endangered. Within the incised washes that are routed under the freeway, signs of the Desert Dry Wash plant community can be found. Common indicator species are *Acacia greggii* (Catclaw Acacia), *Hymenoclea salsola* (Cheesebush), and *Chilopsis linearis* (Desert Willow).

Several invasive exotic plant species and annual grasses are present in the proposed project area. In competition with native plants, these plants can add to erosion, increase fire frequency, and lead to the disappearance of native species of animals and plants. The annual grasses are adapted for fire. When a grass fire occurs, the native plants succumb and exotic grasses, whose seeds survive, dominate the landscape.

**b. Plant Species of Concern**

Species of concern were determined for the proposed project area from a Nevada Natural Heritage Program (NNHP) database search. The plant species of concern likely to occur within or near the proposed project area are shown in Table II-10.

**Table II-10  
Plant Species of Concern in the Proposed Project Area**

Species of Concern	Federal Status		State Status	
	USFWS <sup>1</sup>	BLM <sup>2</sup>	Nevada Listing	State Rank
<i>Arctomecon californica</i> (Las Vegas Bear Poppy)	<b>xC2:</b> Former Category 2 Candidate, now Species of Concern	<b>S:</b> Nevada Special Status Species - USFWS listed, proposed, candidate, or protected by Nevada Law	<b>CE:</b> Critically Endangered	<b>S3:</b> Rare and Vulnerable to Decline
<i>Eriogonum corymbosum</i> var. <i>nilesii</i> (Las Vegas Buckwheat)	No Status	<b>N:</b> Nevada Special Status Species – Designated Sensitive by State office	<b>CE#:</b> Recommended for Listing as Critically Endangered	<b>S1S2:</b> Critically Imperiled and vulnerable to extinction
<i>Penstemon bicolor</i> ssp. <i>roseus</i> (Rosy Twotone Beardtongue)	<b>xC2:</b> Former Category 2 Candidate, now Species of Concern	<b>N:</b> Nevada Special Status Species – Designated Sensitive by State office	No Status	<b>S3:</b> Rare and Vulnerable to Decline
Cacti and Yuccas	No Status	Sensitive	<b>CY:</b> All Cacti and Yuccas are protected under Nevada State Law	-

Notes: <sup>1</sup> USFWS: U.S. Fish and Wildlife Service category (Federal register 61(40): 1997)  
<sup>2</sup> BLM: Bureau of Land Management Sensitive Species (BLM, 1997)  
 Source: Knight & Leavitt Associates, 2005

Eight clusters of the Las Vegas Bear Poppy, considered Critically Endangered by the State of Nevada and a Sensitive Species by BLM, were observed within the proposed project area between Craig Road and the area northeast of Apex. The Las Vegas Buckwheat, recommended for listing as Critically Endangered by the State of Nevada, may grow in association with the Bear Poppy. This species was found in one location near the Lamb Boulevard Interchange.

No Rosy Twotone Beardtongue plants were observed during the field survey.

Several species of cacti and yucca were observed, among them being *Opuntia basilaris* (Beavertail Cactus), *Yucca schidigera* (Mojave Yucca), and *Sclerocactus johnsonii* (Pigmy Barrel Cactus). The estimated number of cacti and yucca plants within the proposed project area is ± 2,124 plants.

**c. Wildlife Species of Concern**

As was done for plants, animal species of concern were determined for the proposed project area from a NNHP database search. The animal species of concern likely to occur within or near the proposed project area are shown in Table II-11.

**Table II-11  
Animal Species of Concern in the Proposed Project Area**

Species of Concern	Federal Status			State Status	
	USFWS <sup>1</sup>	BLM <sup>2</sup>	USFS <sup>3</sup>	Nevada Listing	State Rank
<i>Gopherus agassizii</i> (Mojave Desert Tortoise)	<b>LTNL:</b> Listed Threatened; no status in a portion of its range	<b>S:</b> Nevada Special Status Species -USFWS listed, proposed, candidate, or protected by Nevada Law	<b>T:</b> Threatened Species – Regions 4 and/or 5	<b>YES:</b> protected under NRS 501	<b>S2S3:</b> Imperiled; vulnerable to decline
<i>Heloderma suspectum cinctum</i> (Banded Gila Monster)	<b>xC2NL:</b> Former Category 2 Candidate, now Species of Concern; no status in a portion of its range	<b>N,C:</b> Nevada Special Status Species – Designated Sensitive by State office; California Special Status Species	No Status	<b>YES:</b> protected under NRS 501	<b>S2:</b> Imperiled due to rarity or other factors
<i>Eumops perotis californicus</i> (Breater Western Mastiff Bat)	<b>xC2:</b> Former Category 2 Candidate, now Species of Concern	<b>N,C:</b> Nevada Special Status Species – Designated Sensitive by State office; California Special Status Species	No Status	No Status	<b>S1:</b> Critically imperiled and vulnerable to extinction
<i>Tadarida brasiliensis</i> (Brazilian Free-Tailed Bat)	No Status	<b>N:</b> Nevada Special Status Species – Designated Sensitive by State office	No Status	No Status	<b>S4B:</b> Long-term concern; usually rare in part of its range

Notes: <sup>1</sup> USFWS: U.S. Fish and Wildlife Service category (Federal Register 61(40): 1997)  
<sup>2</sup> BLM: Bureau of Land Management Sensitive Species (BLM, 1997)  
<sup>3</sup> USFS: U.S. Forest Service species classifications

Source: Knight & Leavitt Associates, 2005

The Desert Tortoise is a USFWS species listed as threatened and protected under the Endangered Species Act. The proposed project area between Speedway Boulevard and Apex contains ideal Desert Tortoise habitat. A live, adult-sized Desert Tortoise was encountered during a field survey, located west of I-15, inside a burrow in the bank of a wash.

No Gila Monsters were observed during the field survey of the proposed project area. No bats or signs of bats were encountered during a survey of the proposed project area. Habitat to support bats, i.e. caves or water source, was not present.

The Nevada Department of Wildlife identified three additional sensitive wildlife species which could be present in the area, the borrowing owl, the loggerhead shrike and the phainopepla. None of these species were found during the survey of the proposed project area.

**d. Noxious Weeds**

Weeds are present along the I-15 Corridor, but they are most common in disturbed areas. Several problematic species noted in the proposed project area are: Sahara Mustard, Red Brome, Cheat Grass, Malcolmia, Mediterranean Grass, and Salt Cedar. Salt Cedar is the only listed Nevada noxious plant.

**e. Migratory Birds**

No migratory birds were observed during field reconnaissance. However, the Creosote Brush Scrub and Desert Dry Wash plant communities in the proposed project area provide habitat for migratory birds.

**f. Wetlands**

Desert Riparian plant communities (wetlands) are not present in the proposed project area.

**2. Impacts****a. Plant Species of Concern**

There are approximately six locations where the Las Vegas Bear Poppy is growing within the I-15 right-of-way, and would be impacted by the proposed project. Most locations have less than 20 mature flowering plants, with seedlings close by. Several locations where dead plants were observed have new seedlings that came up with the winter rains of 2004-2005. Large plants and seedlings have been observed growing on the cut slopes that are adjacent to I-15 (approximately 25 feet away from the roadbed), in the center median, and on the typical gypsum soils that have been scraped and bladed.

**b. Noxious Weeds**

Native soil and vegetation disturbances increase the potential for noxious weed invasions. The likelihood of a noxious weed invasion increases if adjacent sites contain an infestation or if vehicles transport seed from an infested site into a disturbed site. Since there is only a small number of invasive weeds present on currently disturbed, adjacent sites, the proposed project is not likely to increase the expansion of noxious weeds.

**c. Wildlife Species of Concern**

Habitat to support Desert Tortoises is present and there was a sighting of one of these protected animals in the proposed project area. It is likely that tortoises living in the proposed project area would suffer impacts from construction in undisturbed areas.

**d. Migratory Birds**

Habitat to support migratory birds exists in the proposed project area. It is possible that migratory birds would be impacted from construction in undisturbed areas.

**e. Wetlands**

No impacts to wetlands will occur and no mitigation is required.

### 3. Mitigation

#### a. Plant Species of Concern

Under the Clark County Multiple Species Habitat Conservation Plan (MSHCP) the removal or destruction of Las Vegas Bear Poppies will be performed under the “Conditional Permit for Disturbance or Destruction of Critically Endangered Species in Clark County: Las Vegas Bear Poppy”, issued by the Nevada Division of Forestry.

The proposed project right-of-way and staging areas will be surveyed for the presence of Las Vegas Bear Poppy and Las Vegas Buckwheat plants prior to the start of construction. In accordance with the MSHCP, construction activities will avoid Las Vegas Bear Poppies in proposed construction areas. Any unavoidable loss of plants will be documented. NDOT will work with the Nevada Division of Forestry to relocate or salvage plants that cannot be avoided. Prior to construction, Bear Poppy sites will be delineated and flagged.

Similarly, construction activities will avoid the Las Vegas Buckwheat in proposed construction areas where possible. Where avoidance is not possible, the plants will be removed. No permit is required for the removal or destruction of the Las Vegas Buckwheat.

Cacti and yucca plants have been surveyed within the 177 acres of native vegetation present between the Speedway Boulevard and Apex Interchanges in the proposed project area. Cacti and yuccas are protected by the Nevada Revised Statutes. The proposed project in this area will add lanes within the central median area of the existing I-15 freeway, where few cacti or yuccas were observed. Construction of the proposed interchange north of Speedway Boulevard will involve removal of native vegetation. Any cacti or yuccas that may be impacted with the proposed project will be salvaged, stored, and utilized as drought-tolerant landscaping within the proposed project area. These activities will be monitored by a biologist familiar with the care and handling of these plants.

#### b. Noxious Weeds

A weed management plan will be implemented to keep the spread of exotic invasive species to a minimum. The plan will include minimizing the spread of seeds and plant parts with contaminated equipment. If straw is utilized it will be certified as “weed free”.

#### c. Wildlife Species of Concern

Construction activity will be monitored by a qualified biologist to minimize impacts to Desert Tortoises. A qualified biologist will relocate any Desert Tortoise found within the limits of construction activities. Where Desert Tortoises may be present, use of the USFWS standard approved fencing along the right-of-way will prevent entry to the Desert Tortoise. Fencing the right-of-way will be completed as the first order of construction. Consultation in accordance with Section 7 of the Endangered Species Act may be required. NDOW Gila Monster protocols will be followed.

#### d. Migratory Birds

Migratory birds are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, active nests of migratory birds may not be harmed, nor may migratory birds be killed. Removal of vegetation will be scheduled to occur outside breeding season (active breeding season is March 15<sup>th</sup> – July 30<sup>th</sup>). Should the breeding season be unavoidable, the area to be

disturbed will be surveyed by a qualified biologist for nests prior to implementation. If active nests with eggs or chicks are found, the area around the nest will be avoided. These nests will remain protected until such time as the birds have fledged the nest.

## **J. Indirect and Cumulative Effects**

### **1. Introduction**

#### **a. Purpose and Regulatory Basis**

The proposed project, which would provide improvements to I-15 from the US-95 Spaghetti Bowl Interchange to the Apex Interchange, is in response to the growth planned in the northern Las Vegas Valley. The proposed project will require that I-15, as a major transportation corridor, serve a predicted increase in traffic demand as planned developments build out to capacity in the next 25 years.

NEPA requires that the potential direct, indirect, and cumulative impacts of a federally funded or approved project be identified, evaluated, and mitigated as appropriate. Within the context of NEPA, indirect effects are defined by the Council on Environmental Quality (CEQ) as impacts that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). Cumulative effects are defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions..." (40 CFR 1508.7). Logically, if a given project does not *directly* impact a particular environmental resource, that project would not contribute to a *cumulative* impact on the resource.

#### **b. FHWA and CEQ Guidance**

This analysis is conducted in accordance with FHWA and CEQ regulations and guidance documents, including the January 1997 CEQ handbook entitled *Considering Cumulative Effects Under the National Environmental Policy Act* (CEQ, 1997) and the April 1992 FHWA position paper entitled *Secondary and Cumulative Impact Assessment in the Highway Project Development Process* (USDOT, 1992).

#### **c. Methodology**

The regional context used for this analysis included portions of the City of Las Vegas, the City of North Las Vegas, and unincorporated Clark County which are all located north of the Las Vegas urban core as depicted in Figure I-1. The analysis focused on the areas surrounding the proposed project.

The 2030 design year was used as a future projection, with a past time limit of 1990. Although growth in Clark County has been substantial in every decade since 1940, 1990 benchmarks the beginning of unprecedented population and job growth, with the population in Clark County increasing by 86 percent between 1990 and 2000 and a concurrent increase in the number of employed from roughly 410,000 to 750,000.

Data compiled for preparation of this EA was used for this analysis as well as information from the land use planning and resource management documents cited. If the proposed project is not expected to pose an indirect impact, or substantially contribute to a cumulative impact on a given resource, that resource is not addressed in this EA.

## 2. Overview of Past, Existing, and Future Conditions

The following overview of past, existing, and future conditions is limited to population and land use resources.

### a. Population

The population of Clark County rose from 741,459 in 1990 to 1,375,765 in 2000, an increase of 634,000 people in ten years. This high rate of growth is projected to continue. The population of Clark County is expected to increase by nearly 900,000 people from 1,375,765 in 2000 to 2,327,800 by 2025.

According to U.S. Census information, the City of North Las Vegas's population increased 142 percent between 1990 and 2000, from 47,700 people to 115,500 people. Growth over the next 20 years is expected to quadruple the City's population, with build out estimated at 480,000.

### b. Past and Existing Land Use

The project is proposed in response to the substantial residential, commercial, and industrial growth occurring in the City of North Las Vegas. Construction of the proposed widening will improve capacity along I-15. The Nevada Department of Transportation has recently constructed an interchange at Lamb Boulevard to provide full northbound and southbound access to the I-15 Freeway. Lamb Boulevard will be completed between I-15 and the Northern Beltway. Based on long-range development plans for the City of North Las Vegas, which includes the opening of the Northern Beltway and the transfer of 7,500 acres of public land to developers, substantial growth will occur regardless of whether or not the proposed project is built. Development is occurring along the Northern Beltway alignment that is generating traffic demand and the need for new and/or expanded roadway and interchange capacity.

Eventual development in the proposed project area of influence will be industrial and commercial, thus generating new jobs. The number and type of jobs will depend on the types of companies the City attracts through its economic development efforts, the supply and cost of housing, and the City's ability to provide the infrastructure and services to support growth. Development of vacant parcels will also contribute to the City's tax base in terms of revenue from property taxes, sales taxes from consumer spending, and secondary service based businesses associated with industrial, commercial, and business park development. This growth is both anticipated and encouraged in the City's long-term economic and land use development plans. Although there is potential for certain types of industries to impact air, noise, and water, the city's planning guidelines and zoning ordinance regulations have established requirements to address these issues.

The RTC's long-range transportation plans anticipate the full extension of other north-south arterial streets to facilitate north-south traffic movement between I-15 and the Northern Beltway. It is anticipated that as the City of North Las Vegas provides north-south access, traffic demand generated by rapid growth will be served and impacts such as congestion, increasing noise levels, and degradation of air quality will be avoided. The City's Comprehensive Plan anticipates planning and zoning enforcement to locate commercial development at strategic nodes along major roadways to reduce traffic congestion by reducing trip generation, improve traffic safety, enhance visual image of the travel way, and improve the quality of life for residential developments proximate to these areas. It is also planned to expand the area's transit and bicycle networks to encourage the use of alternative transportation modes.

Given the substantial amount of development, especially in those areas developing based on access to the Northern Beltway, the proposed project will have a minimal effect on area resources such as vegetation, wildlife, and cultural resources. Reduction in congestion and air quality impacts would be beneficial cumulative effects of the project.

### **c. Future Land Uses**

The area in the southern portion of the proposed project area is fully developed, with few intermittent vacant parcels. Much of the proposed project area within the City of Las Vegas is in a Redevelopment Area planned for mixed-use development. Therefore, it is likely that any vacant land in the City of Las Vegas will be developed in addition to planned redevelopment efforts that could change many of the existing land use patterns. The City of North Las Vegas also has many vacant parcels of land in the proposed project area planned for development as growth continues. In the northern section of the proposed project area, in the vicinity of the Northern Beltway, where the BLM has released 7,500 acres for development, thousands of residential lots are approved for development by the City of North Las Vegas. In addition, the University of Nevada, Las Vegas has recently acquired a large tract of land along the Northern Beltway west of I-15 for the construction of a North Campus. Other vacant parcels in the northern part of the proposed project area are planned to be developed with industrial uses.

The proposed project would provide improved access to the new residential developments and the planned UNLV North Campus along the Northern Beltway, as well as new industrial and commercial development in the proposed project area.

### **3. Analysis of Potential Impacts**

The proposed project would not pose indirect impacts or contribute to cumulative impacts on any environmental concerns.

Proposed development projects underway and planned would impose the greatest impact on land use conditions. These projects will result in the conversion of previously undeveloped land to more intensive land uses. It is important to note that these projects are consistent with the desired future development condition relative to intensity of commercial development, and development of public infrastructure, including the local transportation network, as described in the City of North Las Vegas Comprehensive Plan and other planning documents. Because it would not result in direct conversion of any existing land uses, the proposed project would not contribute to this cumulative impact.

It is not likely the proposed project would result in additional development apart from that which is underway or planned, nor is it likely to accelerate or affect the rate at which these planned developments are completed. Development throughout the proposed project area will continue, and may serve to accelerate the rate at which the balance of the local road network within and adjacent to the proposed project area is developed and extended. The majority of development in the proposed project area is planned and will occur with or without the proposed project.

### **4. Summary and Conclusions**

The proposed project will have no cumulative impact on environmental and social resources in the proposed project area. There are no cumulative impacts when the proposed project is considered in conjunction with past, present and future projects in the proposed project area. The benefits of constructing the proposed project outweigh any potential effects to the traveling public by improving deteriorating traffic conditions (stoppages, gridlock, and longer travel times) which in turn further degrade air quality. The proposed project would have a positive cumulative impact on air quality.



Development is prescribed in state and municipal land use and transportation plans, and is expected to occur whether or not the proposed project is built. Construction of the proposed project is not expected to result in additional, unplanned development. Mitigation of potential environmental impacts resulting from these development projects would remain with each individual project in accordance with applicable federal, state, and local laws, regulations, and ordinances.

The proposed project would have limited direct impact on the surrounding environment and would be mitigated accordingly. Residential and commercial development projects and local/county transportation projects planned for the proposed project area are expected to have a more substantial, cumulative contribution to the future condition of environmental resources. Development within the proposed project area is expected to proceed along the guidelines established in the City of North Las Vegas' Comprehensive Plan. Construction of the proposed project will not impede this process.

The proposed project will provide sufficient roadway capacity to accommodate future traffic volumes and improve the operational characteristics of I-15. Proposed improvements will provide improved local and regional accessibility, thus serving to reduce congestion on the I-15 freeway and the adjacent local road network.

Funding and construction of public and private facilities, through a variety of local sources including developer contributions, development fees, property taxes, sales taxes, and motor vehicle fuel taxes will serve to avoid, minimize, and mitigate adverse cumulative socioeconomic and natural resource impacts associated with development within the proposed project area. Ultimately, the effectiveness of growth management is dependent upon the local government and its enforcement of land use, zoning, and development ordinances. In that regard, the proposed project is consistent with the long-range transportation and development plans as envisioned for this area of the northern Las Vegas Valley.

### **III. Agency Coordination and Public Involvement**

#### **A. Intent-to-Study Letter**

The Project's Intent-to-Study letter was sent to the agencies and individuals listed in Appendix A. This correspondence notified the recipients of NDOT's intention to study the proposed project, invited comments, and advised them of the scheduled Informational Meeting. Responses to the Intent-to-Study letter were received from various people and agencies.

#### **B. Public Information Meetings**

Two Public Information Meetings were held. The first was on November 4, 2004 from 4:00 to 7:00 p.m. at the Nevada Department of Transportation District 1 building located at 123 E. Washington Avenue in Las Vegas, Nevada. Notices of the public meeting were mailed out to 1,582 addresses including all property owners within 400 feet of each side of the freeway. Newspaper ads were placed in the Las Vegas Review Journal and El Mundo newspapers. At the meeting, drawings of the proposed improvements were presented in an open forum format. Representatives from involved agencies explained the proposed project and invited comments from the 36 individuals in attendance. A court reporter was present to transcribe comments from those who wished to make a statement, which then became part of the record for the proposed project. Four people in attendance provided written comments. Of those four, three expressed support for the proposed project. Additional comments were provided to NDOT via e-mail during the comment period and become part of the public record.

The second Public Information Meeting was held on July 19, 2005 from 4:00 pm to 7:00 pm at the North Las Vegas Library, 2300 Civic Center Drive, in the City of North Las Vegas. Notices of the public meeting were mailed out to 2,049 addresses including all property owners within 400 feet of each side of the freeway. Newspaper ads were placed in the Las Vegas Review Journal and El Mundo newspapers. The total attendance was 37 individuals. At the meeting, drawings of the proposed improvements were presented in an open forum format. Representatives from involved agencies explained the proposed project and invited comments from those in attendance. A court reporter was present to transcribe comments from those who wished to make a statement, which then became part of the record for the proposed project. Six people in attendance provided written comments. Of those six, five expressed support for the proposed project and one, representing the Sierra Club, expressed concerns regarding the proximity of schools and residences to the proposed project. Additional comments were provided to NDOT via e-mail during the comment period and become part of the public record.

#### **C. Other Public Outreach Efforts**

NDOT launched a public information website for the proposed project, [www.I15NorthCorridor.com](http://www.I15NorthCorridor.com), in November 2004. It is linked to the NDOT website. Visitors to the website can submit questions and comments through the site and request to be added to the project mailing list.

## ***APPENDICES***

- A Intent-to-Study Letter and Distribution List**
- B Agency Correspondence**
- C Public Information Meetings, Comments, and Responses**
  - **November 4, 2004**
  - **July 19, 2005**
  - **Comments and Responses**
- D Procedures for Abatement of Highway Traffic Noise and Construction Noise**

## **APPENDIX A**

### **Intent-to-Study Letter and Distribution List**



KENNY C. GUINN  
Governor

DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street  
Carson City, Nevada 89712

October 12, 2004

JEFF FONTAINE, P.E., Director

In Reply Refer to:

Commissioner Lynette Boggs-McDonald  
500 Grand Central Parkway  
Las Vegas, NV 89155

Intent-to-Study  
Improvements to the I-15  
Corridor from the  
I-15/US 95 Interchange to  
the Apex Interchange  
EA: 73028

The Nevada Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to improve the I-15 Corridor from the I-15/US 95 (Spaghetti Bowl) Interchange to the Apex Interchange, in Clark County.

The proposed improvements may include:

- Widening of I-15, with or without high occupancy vehicle (HOV) lanes,
- Reconfiguration of existing I-15 interchanges to accommodate future demand,
- New interchanges on I-15,
- Auxiliary lanes between interchanges to facilitate merging and weaving,
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras.
- Arterial and collector street improvements (approximately 50 projects),
- Transportation demand management, and
- Enhanced transit, including expansion of bus rapid transit using express bus only lanes, an intermodal transportation hub in North Las Vegas, and park-and-ride lots.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is conducting an assessment of the proposed project's impacts. This letter is intended to inform you of the current study and solicit your comments concerning the project. Areas of potential impact could include, but are not limited to, the following:

- |                       |                                    |
|-----------------------|------------------------------------|
| 1. Access             | 9. Public Parks & Recreation Areas |
| 2. Aesthetics         | 10. Safety                         |
| 3. Air Quality        | 11. Social Considerations          |
| 4. Archaeological     | 12. Biological Resources           |
| 5. Geology            | 13. Water Quality & Hydrology      |
| 6. Historic Buildings | 14. Wildlife and Wildlife Refuges  |
| 7. Land Use           | 15. Hazardous Waste                |
| 8. Noise Levels       |                                    |

We would appreciate receiving any response you have by 5 p.m., November 19, 2004. If no response is received, the Department will assume you foresee no potential impacts in your particular area of responsibility or interest. An Informational Meeting to brief interested individuals, groups, and agencies on the project and to receive comments and suggestions from them will be held on Thursday, November 4, 2004 from 4:00 p.m. to 7:00 p.m. at NDOT District I, Building B, 123 E. Washington Avenue, Las Vegas, Nevada. A copy of the meeting notice is attached.

Comments or questions regarding the proposed project may be addressed to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, phone (775) 888-7013.

Sincerely,



Daryl N. James, P.E., Chief  
Environmental Services Division

DNJ:MDN:hn  
Attachment

Mayor Pro Tempore William Robinson  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Councilman Mack  
400 Stewart Ave.  
Las Vegas, NV 89101

Councilman Robert L. Eliason  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Mayor Goodman  
400 Stewart Avenue  
Las Vegas, NV 89101

Councilmember Stephanie S. Smith  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Councilmember Shari Buck  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Commissioner Bruce Woodbury  
500 Grand Central Parkway  
Las Vegas, NV 89155

Mayor Michael L. Montandon  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Commissioner Mary Kincaid-Chauncey  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilwoman Moncrief  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Chip Maxfield  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Wolfson  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Yvonne Atkinson-Gates  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Reese  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Myrna Williams  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Brown  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Lynette Boggs-McDonald  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Weekly  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Rory Reid  
500 Grand Central Parkway  
Las Vegas, NV 89155

U.S. DEPARTMENT OF AGRICULTURE  
NATURAL RESOURCES CONSERVATION  
SERVICE  
5820 PECOS ROAD STE 400  
LAS VEGAS NV 89120-5432

U.S. DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
4701 N. TORREY PINES  
LAS VEGAS, NV 89130

SOUTHWEST GAS  
P. O. BOX 98510  
LAS VEGAS, NV 89193-8510

U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF INDIAN AFFAIRS  
P O BOX 10  
PHOENIX AZ 85001

OFFICE OF ECOLOGY CONSERVATION  
NATIONAL OCEANIC ATMOSPHERIC  
ADMINISTRATION  
U.S. DEPARTMENT OF COMMERCE, ROOM  
5813 (PPE/C)  
14TH AND CONSTITUTION AVENUE, N.W.  
WASHINGTON, D.C. 20230

REGIONAL TRANSPORTATION COM  
600 S. GRAND CENTRAL PARKWAY  
LAS VEGAS, NV 89106-4512

U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY  
WATER RESOURCES DIVISION  
333 W. NYE LANE  
CARSON CITY, NV 89706

STATE NFIP COORDINATOR  
NEVADA DIVISION OF WATER PLANNING  
123 W. NYE LANE, SUITE 246  
CARSON CITY, NV 89706-0896

PHIL SWAIN, CHAIRMAN  
MOAPA BUSINESS COUNCIL  
P O BOX 340  
MOAPA NV 89025

U.S. DEPARTMENT OF THE INTERIOR  
CHIEF, ENVIRONMENTAL IMPACT  
ASSESSMENT PROGRAM  
U.S. GEOLOGICAL SURVEY, MS-760  
RESTON, VA 20192

MR. RON JAMES  
STATE HISTORIC PRESERVATION OFFICE  
100 STEWART STREET  
LAS VEGAS, NV 89710

MS. ALFREDEA MITRE, CHAIR  
PAHRUMP PAIUTE TRIBE  
P O BOX 3411  
PAHRUMP NV 89041

U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
4701 N. TORREY PINES  
LAS VEGAS, NV 89130-2301

MS. BRENDA POHLMANN  
DEPARTMENT OF CONSERVATION AND  
NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL PROTECTION  
BUREAU OF CORRECTIVE ACTION  
555 E. WASHINGTON, SUITE 4300  
LAS VEGAS, NV 89101-1049

RICHARD ARNOLD, DIRECTOR  
LAS VEGAS INDIAN CENTER  
2300 W BONANZA  
LAS VEGAS NV 89106

GRADY L. MCNURE, CHIEF  
U.S. ARMY CORPS OF ENGINEERS  
321 NORTH MALL DRIVE, SUITE L-101  
ST. GEORGE, UT 84790-7314

MR. MICHAEL WICKERSHAW  
PRINCIPAL PLANNER  
NEVADA DIVISION OF WILDLIFE  
4747 W. VEGAS DRIVE  
LAS VEGAS, NV 89108

U. S. DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
P. O. BOX 61470  
BOULDER CITY, NV 89006-1470

JAMES D. MOREFIELD  
NEVADA STATE HERITAGE  
DEPARTMENT OF CONSERVATION AND  
NATURAL RESOURCES  
1550 EAST COLLEGE PARKWAY, SUITE 145  
CARSON CITY, NV 89706-7921

U.S. DEPARTMENT OF THE INTERIOR  
REGIONAL DIRECTOR, REGION 1  
FISH AND WILDLIFE SERVICE  
911 N.E. 11 TH AVENUE  
PORTLAND, OREGON 97232-4181

LEANNE MILLER, PROJECT MANAGER  
SOUTHERN NEVADA WATER AUTHORITY  
1900 E FLAMINGO ROAD  
LAS VEGAS NV 89119

DAVE FARREL (MAIL CODE: E-3-1)  
CHIEF, ENVIRONMENTAL REVIEW SECTION  
OFFICE OF FEDERAL ACTIVITY U.S.  
ENVIRONMENTAL PROTECTION AGENCY  
75 HAWTHORNE STREET  
SAN FRANCISCO, CALIFORNIA 94105

CENTRAL TELEPHONE  
330 S. VALLEY VIEW BOULEVARD  
LAS VEGAS, NV 89152

DIRECTOR  
DIVISION OF NEPA AFFAIRS  
DEPARTMENT OF ENERGY  
MAIL STATION E-201, GTN  
WASHINGTON, D.C. 20545

NEVADA POWER COMPANY  
P. O. BOX 98910  
LAS VEGAS, NV 89151-0001



**APPENDIX B**

**Agency Correspondence**



KENNY C. GUINN  
Governor

DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street  
Carson City, Nevada 89712

October 12, 2004

JEFF FONTAINE, P.E., Director

In Reply Refer to:

Commissioner Lynette Boggs-McDonald  
500 Grand Central Parkway  
Las Vegas, NV 89155

Intent-to-Study  
Improvements to the I-15  
Corridor from the  
I-15/US 95 Interchange to  
the Apex Interchange  
EA: 73028

The Nevada Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to improve the I-15 Corridor from the I-15/US 95 (Spaghetti Bowl) Interchange to the Apex Interchange, in Clark County.

The proposed improvements may include:

- Widening of I-15, with or without high occupancy vehicle (HOV) lanes,
- Reconfiguration of existing I-15 interchanges to accommodate future demand,
- New interchanges on I-15,
- Auxiliary lanes between interchanges to facilitate merging and weaving,
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras.
- Arterial and collector street improvements (approximately 50 projects),
- Transportation demand management, and
- Enhanced transit, including expansion of bus rapid transit using express bus only lanes, an intermodal transportation hub in North Las Vegas, and park-and-ride lots.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is conducting an assessment of the proposed project's impacts. This letter is intended to inform you of the current study and solicit your comments concerning the project. Areas of potential impact could include, but are not limited to, the following:

- |                       |                                    |
|-----------------------|------------------------------------|
| 1. Access             | 9. Public Parks & Recreation Areas |
| 2. Aesthetics         | 10. Safety                         |
| 3. Air Quality        | 11. Social Considerations          |
| 4. Archaeological     | 12. Biological Resources           |
| 5. Geology            | 13. Water Quality & Hydrology      |
| 6. Historic Buildings | 14. Wildlife and Wildlife Refuges  |
| 7. Land Use           | 15. Hazardous Waste                |
| 8. Noise Levels       |                                    |

We would appreciate receiving any response you have by 5 p.m., November 19, 2004. If no response is received, the Department will assume you foresee no potential impacts in your particular area of responsibility or interest. An Informational Meeting to brief interested individuals, groups, and agencies on the project and to receive comments and suggestions from them will be held on Thursday, November 4, 2004 from 4:00 p.m. to 7:00 p.m. at NDOT District I, Building B, 123 E. Washington Avenue, Las Vegas, Nevada. A copy of the meeting notice is attached.

Comments or questions regarding the proposed project may be addressed to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, phone (775) 888-7013.

Sincerely,



Daryl N. James, P.E., Chief  
Environmental Services Division

DNJ:MDN:hn  
Attachment

Mayor Pro Tempore William Robinson  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Councilman Mack  
400 Stewart Ave.  
Las Vegas, NV 89101

Councilman Robert L. Eliason  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Mayor Goodman  
400 Stewart Avenue  
Las Vegas, NV 89101

Councilmember Stephanie S. Smith  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Councilmember Shari Buck  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Commissioner Bruce Woodbury  
500 Grand Central Parkway  
Las Vegas, NV 89155

Mayor Michael L. Montandon  
City of North Las Vegas  
2200 Civic Center Drive  
North Las Vegas, Nevada 89030

Commissioner Mary Kincaid-Chauncey  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilwoman Moncrief  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Chip Maxfield  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Wolfson  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Yvonne Atkinson-Gates  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Reese  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Myrna Williams  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Brown  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Lynette Boggs-McDonald  
500 Grand Central Parkway  
Las Vegas, NV 89155

Councilman Weekly  
400 Stewart Avenue  
Las Vegas, NV 89101

Commissioner Rory Reid  
500 Grand Central Parkway  
Las Vegas, NV 89155

U.S. DEPARTMENT OF AGRICULTURE  
NATURAL RESOURCES CONSERVATION  
SERVICE  
5820 PECOS ROAD STE 400  
LAS VEGAS NV 89120-5432

U.S. DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
4701 N. TORREY PINES  
LAS VEGAS, NV 89130

SOUTHWEST GAS  
P. O. BOX 98510  
LAS VEGAS, NV 89193-8510

U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF INDIAN AFFAIRS  
P O BOX 10  
PHOENIX AZ 85001

OFFICE OF ECOLOGY CONSERVATION  
NATIONAL OCEANIC ATMOSPHERIC  
ADMINISTRATION  
U.S. DEPARTMENT OF COMMERCE, ROOM  
5813 (PP/EC)  
14TH AND CONSTITUTION AVENUE, N.W.  
WASHINGTON, D.C. 20230

REGIONAL TRANSPORTATION COM  
600 S. GRAND CENTRAL PARKWAY  
LAS VEGAS, NV 89106-4512

U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY  
WATER RESOURCES DIVISION  
333 W. NYE LANE  
CARSON CITY, NV 89706

STATE NFIP COORDINATOR  
NEVADA DIVISION OF WATER PLANNING  
123 W. NYE LANE, SUITE 246  
CARSON CITY, NV 89706-0896

PHIL SWAIN, CHAIRMAN  
MOAPA BUSINESS COUNCIL  
P O BOX 340  
MOAPA NV 89025

U.S. DEPARTMENT OF THE INTERIOR  
CHIEF, ENVIRONMENTAL IMPACT  
ASSESSMENT PROGRAM  
U.S. GEOLOGICAL SURVEY, MS-760  
RESTON, VA 20192

MR. RON JAMES  
STATE HISTORIC PRESERVATION OFFICE  
100 STEWART STREET  
LAS VEGAS, NV 89710

MS. ALFREDEA MITRE, CHAIR  
PAHRUMP PAIUTE TRIBE  
P O BOX 3411  
PAHRUMP NV 89041

U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
4701 N. TORREY PINES  
LAS VEGAS, NV 89130-2301

MS. BRENDA POHLMANN  
DEPARTMENT OF CONSERVATION AND  
NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL PROTECTION  
BUREAU OF CORRECTIVE ACTION  
555 E. WASHINGTON, SUITE 4300  
LAS VEGAS, NV 89101-1049

RICHARD ARNOLD, DIRECTOR  
LAS VEGAS INDIAN CENTER  
2300 W BONANZA  
LAS VEGAS NV 89106

GRADY L. MCNURE, CHIEF  
U.S. ARMY CORPS OF ENGINEERS  
321 NORTH MALL DRIVE, SUITE L-101  
ST. GEORGE, UT 84790-7314

MR. MICHAEL WICKERSHAW  
PRINCIPAL PLANNER  
NEVADA DIVISION OF WILDLIFE  
4747 W. VEGAS DRIVE  
LAS VEGAS, NV 89108

U. S. DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
P. O. BOX 61470  
BOULDER CITY, NV 89006-1470

JAMES D. MOREFIELD  
NEVADA STATE HERITAGE  
DEPARTMENT OF CONSERVATION AND  
NATURAL RESOURCES  
1550 EAST COLLEGE PARKWAY, SUITE 145  
CARSON CITY, NV 89706-7921

U.S. DEPARTMENT OF THE INTERIOR  
REGIONAL DIRECTOR, REGION 1  
FISH AND WILDLIFE SERVICE  
911 N.E. 11 TH AVENUE  
PORTLAND, OREGON 97232-4181

LEANNE MILLER, PROJECT MANAGER  
SOUTHERN NEVADA WATER AUTHORITY  
1900 E FLAMINGO ROAD  
LAS VEGAS NV 89119

DAVE FARREL (MAIL CODE: E-3-1)  
CHIEF, ENVIRONMENTAL REVIEW SECTION  
OFFICE OF FEDERAL ACTIVITY U.S.  
ENVIRONMENTAL PROTECTION AGENCY  
75 HAWTHORNE STREET  
SAN FRANCISCO, CALIFORNIA 94105

CENTRAL TELEPHONE  
330 S. VALLEY VIEW BOULEVARD  
LAS VEGAS, NV 89152

DIRECTOR  
DIVISION OF NEPA AFFAIRS  
DEPARTMENT OF ENERGY  
MAIL STATION E-201, GTN  
WASHINGTON, D.C. 20545

NEVADA POWER COMPANY  
P. O. BOX 98910  
LAS VEGAS, NV 89151 -0001

**Nevada Natural Heritage Program**  
Department of Conservation and Natural Resources  
1550 East College Parkway, Suite 137 \* Carson City, Nevada 89706-7921  
voice: (775) 687-4245 fax: (775) 687-1288 web: [www.heritage.nv.gov/](http://www.heritage.nv.gov/)

23 September 2004

Kenneth Knight  
Knight and Leavitt Associates  
3133 W. Post Rd.  
Las Vegas, NV 89118

RE: Data request received 16 September 2004

Dear Mr. Knight:

We are pleased to provide the information you requested on endangered, threatened, candidate, and/or sensitive plant and animal taxa recorded within or near the I-15 Apex Road project area. We searched our database and maps for the following:

Township 20S Range 61E Sections 1, 2, 10-15, 21-24, 26-28, and 32-34  
Township 20S Range 62E Sections 5, 6, and 7  
Township 19S Range 61E Sections 35 and 36  
Township 19S Range 62E Sections 12-15 and 20-33  
Township 19S Range 63E Sections 2-5, 7-11, 16-20, and 33-35

The enclosed printout lists the taxa recorded within the given area. Please be aware that habitat may also be available for: the Mojave gypsum bee, *Andrena balsamorhizae*, a Nevada Bureau of Land Management (BLM) Sensitive Species; the southwestern toad, *Bufo microscaphus*, a Nevada BLM Sensitive Species; and the spotted bat, *Euderma maculatum*, a Nevada BLM Special Status Species. We do not have complete data on various raptors that may also occur in the area; for more information contact Ralph Phenix, Nevada Division of Wildlife at (775) 688-1565. Please note that all cacti, yuccas, and Christmas trees are protected by Nevada state law (NRS 527.060-.120), including taxa not tracked by this office.

Please note that our data are dependent on the research and observations of many individuals and organizations, and in most cases are not the result of comprehensive or site-specific field surveys. Natural Heritage reports should never be regarded as final statements on the taxa or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Thank you for checking with our program. Please contact us for additional information or further assistance.

Sincerely,

Eric S. Miskow  
Biologist III/Data Manager

**Sensitive Taxa Recorded Near the I-15 Apex Road Project Area**  
 Compiled by the Nevada Natural Heritage Program for Knight & Leavitt Associates  
 22 September 2004

Scientific name	Common name	Ustfvs	Bim	Ustfs	State	Strank	Towrange	Section	Lat	Long	Prec	Last
<b>Plants</b>												
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S061E	10	36.218611	115.143056	S	1969-04-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S062E	30	36.187500	115.089722	G	1972-04-1
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	09:10:16	36.306667	114.939444	S	1994-06-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	03:04:09:10	36.320278	114.934167	S	1999-04-0
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	09	36.314722	114.946944	S	1994-06-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S061E	35	36.251389	114.923056	S	1994-06-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S062E	32	36.166667	115.176944	S	1994-04-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S061E	28-33	36.260278	115.081667	S	1998-02-0
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	04:09	36.231111	115.155556	S	1997-03-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S062E	08	36.314444	114.956667	S	1994-06-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	07	36.218056	115.080000	S	1978-04-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	021S061E	16	36.298056	114.948889	S	1994-06-2
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	02	36.147222	115.118056	S	1938-05-08
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	08:17	36.306111	114.957778	S	1994-06-29
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	27	36.262778	114.923056	S	1994-06-29
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	15	36.302222	114.928611	S	1994-06-29
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S062E	20	36.278611	115.063056	S	1996-05
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S061E	34	36.256389	115.142500	S	1993-11
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	019S063E	21:22:28	36.277500	114.935000	S	1994-06-29
<i>Arctomecon californica</i>	Las Vegas bearpoppy	xC2	S		CE	S3	020S062E	04	36.237778	115.060556	G	1970-04-04
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat	xC2	S		CE	S3	019S062E	33	36.248056	115.053333	S	1997-05
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	020S061E	04	36.233333	115.153611	S	1998-11-12
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	020S062E	05	36.241667	115.078333	S	1999
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S062E	31	36.251667	115.080556	S	1998-10-13
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S061E	26	36.267500	115.126389	S	1998-11-12
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S062E	29	36.262778	115.077222	S	1998-10-15
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S062E	31	36.251111	115.090278	M	1999-10-15
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S062E	32	36.258889	115.071389	S	1998-10-16
<i>Eriogonum corymbosum</i> var. 1	Las Vegas buckwheat		N		CE#	S1S2	019S061E	26	36.263889	115.125833	S	1998-11-12
<i>Penstemon bicolor</i> ssp. <i>roseus</i>	rosy twotone beardtongue	xC2	N	S	CE#	S1S2	019S061E	34:35	36.249167	115.132500	S	1998-11-12
<b>Reptiles</b>						S3	019S062E	01	36.321667	114.996667	S	1992-05-19
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S063E	14	36.295833	114.907222	S	1991-POST
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S062E	17	36.293056	115.061389	S	1987-PRE
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S062E	19	36.286111	115.080000	S	1987-PRE
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S063E	27:35	36.266667	115.080000	S	1987-PRE

Scientific name	Common name	Usfws	Bim	Usfs	State	Strank	Towrange	Section	Lat	Long	Prec	Le
<b>Reptiles (Cont.)</b>												
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S064E	30				obser
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S063E	02:10:16:20:21	36.278333	114.968611	S	1991-P
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S062E	02:03:05:08:12:15:17:19	36.301389	115.036667	S	1991-P
<i>Gopherus agassizii</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S062E	07:08				
<i>Heloderma suspectum cinctum</i>	desert tortoise (Mojave Desert pop.)	LTNL	S	T	YES	S2S3	019S062E	17	36.299444	115.073056	S	1987-1
	banded Gila monster	XC2NL	N,C		YES	S2	019S063E	16	36.299722	114.941944	S	1991-P
<b>Mammals</b>												
<i>Eumops perotis californicus</i>	greater western mastiff bat							S	1992-05			
<i>Tadarida brasiliensis</i>	Brazilian free-tailed bat	XC2	N,C			S1	021S061E	01	36.156111	115.102500	S	1966-03
<i>Tadarida brasiliensis</i>	Brazilian free-tailed bat		N			S4B	020S061E	36	36.173056	115.100000	G	1965-04
<i>Tadarida brasiliensis</i>	Brazilian free-tailed bat		N			S4B	021S061E	03	36.158333	115.151111	S	1959-11

U.S. Fish and Wildlife Service (Usfws) Categories for Listing under the Endangered Species Act:

- LT Listed Threatened - likely to be classified as Endangered in the foreseeable future if present trends continue
  - x CZ Former Category 2 Candidate, now species of concern
  - NL Not Listed (no status) in a portion of the species' range
- Bureau of Land Management (Bim) Species Classification:
- S Nevada Special Status Species - USFWS listed, proposed or candidate for listing, or protected by Nevada state law
  - N Nevada Special Status Species - designated Sensitive by State Office
  - C California Special Status Species (see definition S and N)
- United States Forest Service (Usfs) Species Classification:
- S Region 4 (Humboldt-Toiyabe NF) sensitive species
  - T Region 4 and/or Region 5 Threatened species

Precision (Prec) of Mapped Occurrences:

- Precision, or radius of uncertainty around latitude/longitude coordinates:
- S Seconds: within a three-second radius
- M Minutes: within a one-minute radius, approximately 2 km or 1.5 miles
- G General: within about 8 km or 5 miles, or to map quadrangle or place name

Nevada Natural Heritage Program Global (Grank) and State (Strank) Ranks for Threats and Vulnerability:

- G Global rank indicator, based on worldwide distribution at the species level
- T Global trinomial rank indicator, based on worldwide distribution at the infraspecific level
- S State rank indicator, based on distribution within Nevada at the lowest taxonomic level
- 1 Critically imperiled and especially vulnerable to extinction or extirpation due to extreme rarity, imminent threats, or other factors
- 2 Imperiled due to rarity or other demonstrable factors
- 3 Vulnerable to decline because of rare and local throughout its range, or with very restricted range
- 4 Long-term concern, though now apparently secure; usually rare in parts of its range, especially at its periphery
- 5 Demonstrably secure, widespread, and abundant
- A Accidental within Nevada
- B Breeding status within Nevada (excludes resident taxa)
- H Historical; could be rediscovered
- N Non-breeding status within Nevada (excludes resident taxa)
- Q Taxonomic status uncertain
- U Unrankable
- Z Enduring occurrences cannot be defined (usually given to migrant or accidental birds)

Fauna:

YES Species protected under NRS 501.

Flora:

CE Critically endangered - species whose survival requires assistance because of overexploitation, disease or other factors, or because their habitat is threatened with destruction, drastic modification or severe curtailment (NRS 527.260-.300)  
 Recommended for listing as critically endangered





# NEVADA DEPARTMENT OF WILDLIFE

## Southern Region

4747 West Vegas Drive • Las Vegas, Nevada 89108

(702) 486-5127 Fax (702) 486-5133

August 1, 2005

Mr. Daryl N. James P.E., Chief  
Environmental Services Division  
Nevada Department of Transportation  
1263 S. Stewart Street  
Carson City, Nevada 89712

NDOW SR# 05-245

RE: Proposed Improvements to the I-15 Corridor from the Spaghetti Bowl interchange to the Apex Interchange


Dear Mr. James:

Thank you for providing notification of the above mentioned project. In view of the existing footprint of the I-15 corridor and possible expansion of the NDOT Right-of-Way (ROW), the Nevada Department of Wildlife offers the following comments in an attempt to assist NDOT and the Federal Highway Administration with their research of potential impacts resulting from the proposed project.

The stretch of highway between the I-15/U.S. 95 interchange and the Apex interchange bisects several desert washes and encompasses dominant creosote/ white bursage communities interspersed with patches of mesquite/acacia stands. Found within these distinct habitat types are State and Federally Protected wildlife species that could potentially be impacted by this project. Table One on Page 2 contains a list of the five wildlife species to be potentially impacted.

If you have any questions I can be reached at (702) 486-5127 extension 3613, or by e-mail at [rshepard@ndow.org](mailto:rshepard@ndow.org).

Sincerely,

  
Roddy Shepard  
Habitat Biologist

RS: rs

Cc: Files NDOW

Species	Habitat Type	Status	Threats	Minimization Strategies
<i>Gopherus agassizii</i> (desert tortoise)	Friable soils w/in creosote/bursage communities; higher density in thicker shrub stands	Federally and State threatened, Clark County MSHCP covered	Displacement; crushing; interruption of reproductive cycle; loss of habitat	May require Section 7 consultation w/U.S. Fish & Wildlife Service; CCMSHCP mitigation fees
<i>Athene cunicularia</i> (Burrowing owl)	Same as above	Federally and State protected	Same as above	Time construction to avoid breeding season; scope all potential burrows and collapse vacant ones to discourage site fidelity
<i>Heloderma suspectum</i> (Gila monster)	Back faces and dense desert shrubs w/in desert washes, underground burrows	State Protected	Same as above; unknown impacts to population density	See NDOW Gila monster protocols
<i>Lanius ludovicianus</i> (Loggerhead shrike)	Mesquite/acacia woodlands	State Protected and Sensitive	Loss of habitat; interruption of reproductive cycle	Avoid mesquite/acacia stands; time construction to avoid breeding season; re-vegetation
<i>Phainopepla nitens</i> (Phainopepla)	Mesquite/acacia woodlands	State Protected	Loss of habitat; interruption of reproductive cycle	Avoid mesquite/acacia stands; time construction to avoid breeding season; re-vegetation

Table 1. The five main species of concern relative to the I-15 corridor between the Spaghetti Bowl and the Apex interchange including protection status and management considerations for minimization of impacts resulting from the project.

**GILA MONSTER PROTOCOL FOR MINIMIZING IMPACTS  
ON THE CONSTRUCTION SITE  
(Revised July 2003)**

**Background**

- X Per Nevada Administrative Code 503.080, the Gila monster is classified as a Protected reptile.
- X Per Nevada Administrative Codes 503.090, and 503.093, no person shall capture, kill, or possess any part thereof of Protected wildlife without the prior written permission by the Nevada Department of Wildlife (NDOW).

This species is rarely observed relative to other species and is the primary reason for its Protected classification by the State of Nevada. The USDI Bureau of Land Management has recognized this lizard as a sensitive species since 1978. Most recently, the Gila monster was designated as an Evaluation species under the Clark County Multiple Species Habitat Conservation Plan (MSHCP). The designation was warranted because inadequate information exists to determine if mitigation facilitated by the MSHCP would demonstrably cover conservation actions necessary to insure the species persistence without protective intervention as provided under the federal Endangered Species Act.

The Gila monster is the only venomous lizard endemic to the United States. Its behavioral disposition is somewhat docile and avoids confrontation. But it will readily defend itself if threatened. Most bites are illegitimate, resulting from harassment or careless handling.

The banded Gila monster (*Heloderma suspectum cinctum*) occurs in Clark, Lincoln, and Nye counties of Nevada. Found mainly below 5,000 feet elevation, its geographic range approximates that of the desert tortoise and coincident to the Colorado River drainage. The Gila monster is recognizable by its striking black and orange-pink coloration. In keeping with its namesake, the banded Gila monster retains a black chain-link, banded appearance into adulthood. Other lizard species are often mistaken for the Gila monster. Of these, the western banded gecko (*Coleonyx variegatus*) and chuckwalla (*Sauromalus obesus* (= *ater*)) are most frequently confused with the Gila monster. All three species share the same habitats.

The banded gecko is often mistakenly identified as a baby or juvenile Gila monster. Banded geckos do have a finely granular skin and pattern that can be suggestive of the Gila monster to the untrained eye. However, banded gecko heads are somewhat pointed at the snout and the relatively large eyes have vertical pupils. Snouts of Gila monsters are bluntly rounded and the smallish eyes have round pupils. Newly hatched Gila monsters are about 5-6 inches long with a vivid orange and black, banded pattern. Geckos are at best cream to yellow and brown in pattern and do not exceed 5 inches.

Both juvenile and adult chuckwallas are commonly confused with the Gila monster. Juvenile chuckwallas have an orange and black, banded tail. Although banding of the tail fades as

chuckwallas mature, their large adult size (up to 17 inches) rivals that of the Gila monster. Adult chuckwallas have a body shape somewhat suggestive of the Gila monster, but they lack the coarsely beaded skin and black and orange body pattern of the Gila monster.

Gila monster habitat requirements center on desert wash, spring and riparian habitats that interdigitate primarily with complex rocky landscapes of upland desert scrub. Hence, Gila monster habitat bridges and overlaps that of both the desert tortoise and chuckwalla. Gila monsters are secretive and difficult to locate, spending >95% of their lives underground.

Gila monsters make use of deep crevices and caves of primarily rocky slopes for winter and summer refuge. When active they will also frequent animal burrows and other shallow refugia on more gentle slopes. Foraging Gila monsters seek nestlings of ground or low-shrub nesting birds (e.g. doves, quail), rodents (e.g. mice, kangaroo rats), and lagomorphs (e.g. cottontail) which are found in highest concentration in greater productivity areas, such as along well-vegetated wash courses of bajadas.

Scant information exists on detailed distribution and relative abundance in Nevada. The Nevada Department of Wildlife (NDOW) has ongoing management investigations addressing the species' status and distribution, hence additional distribution, habitat, and biological information is of utmost interest. In assistance to gathering additional information about Gila monsters in Nevada, NDOW will be notified whenever a Gila monster is encountered or observed, and under what circumstances.

### Construction Site Protocols

Helpful to any instructional program, personnel should at least know how to: 1) identify Gila monsters and be able to distinguish it from other lizards such as chuckwallas and banded geckos; 2) report any observations of Gila monsters to the Nevada Department of Wildlife (NDOW); 3) be alerted to the consequences of a bite resulting from carelessness or unnecessary harassment; and 4) be aware of protective measures provided under state law.

- 1) Live Gila monsters found in harms way on the construction site will be captured and then detained in a cool, shaded environment ( $\leq 85^{\circ}\text{F}$ ) by the project biologist or equivalent personnel until a NDOW biologist can arrive for documentation purposes. Despite that a Gila monster is venomous and can deliver a serious bite, its relatively slow gait allows for it to be easily coaxed or lifted into an open bucket or box carefully using a long handled instrument such as a shovel or snake hook (Note: it is not the intent of NDOW to request unreasonable action to facilitate captures; additional coordination with NDOW will clarify logistical points). A clean 5-gallon plastic bucket w/ a secure, vented lid; an 18"x 18"x 4" plastic sweater box w/ a secure, vented lid; or, a tape-sealed cardboard box of similar dimension may be used for safe containment. Additionally, written information identifying mapped capture location (e.g. GPS record), date, time, and circumstances (e.g. biological survey or construction) and habitat description (vegetation, slope, aspect, substrate) will also be provided to NDOW.

- 2) Injuries to Gila monsters may occur during excavation, blasting, road grading, or other construction activities. In the event a Gila monster is injured, it should be transferred to a veterinarian proficient in reptile medicine for evaluation of appropriate treatment. Rehabilitation or euthanasia expenses will not be covered by NDOW. However, NDOW will be immediately notified during normal business hours. If an animal is killed or found dead, the carcass will be immediately frozen and transferred to NDOW with a complete written description of the discovery and circumstances, habitat, and mapped location.
- 3) Should NDOW's assistance be delayed, biological or equivalent personnel on site may be requested to remove and release the Gila monster out of harms way. Should NDOW not be immediately available to respond for photo-documentation, a 35mm camera or equivalent will be used to take good quality photographs of the Gila monster in situ at the location of live encounter or dead salvage. The pictures, preferably on slide film, will be provided to NDOW. Pictures will include: 1) Encounter location (landscape overview with Gila monster in clear view); 2) a clear overhead shot of the entire body with a ruler next to it for scale (Gila monster should fill camera's field of view and be in sharp focus); 3) a clear, overhead close-up of the head (head should fill camera's field of view and be in sharp focus).

Please contact NDOW Biologist Christy Klinger at (702) 486-5127 for additional information regarding these protocols.



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Nevada Fish and Wildlife Office  
1340 Financial Blvd., Suite 234  
Reno, Nevada 89502  
Ph: (775) 861-6300 ~ Fax: (775) 861-6301

February 2, 2006  
File No. 1-5-06-TA-466

Mr. Kenneth C. Knight, Ph.D.  
Knight and Leavitt Associates  
3133 West Post Road  
Las Vegas, Nevada 89118

Subject: Comments on the Interstate 15 North Corridor Project in Las Vegas, Clark County, Nevada

Dear Mr. Knight:

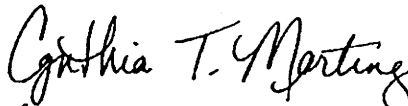
This responds to your letter received on January 12, 2006, requesting comments regarding the Interstate 15 (I-15) North Corridor Project in the city of Las Vegas, Clark County, Nevada, for the Nevada Department of Transportation.

The proposed action is within the range of the federally listed as threatened desert tortoise (*Gopherus agassizii*) (Mojave population). We recommend that an analysis of impacts to this species with particular focus on desert tortoise populations between the I-215 and I-15 junction north to the end of the project area be included in the analysis. These results will assist in determining conservation measures, which may include fencing. To the best of our knowledge, no other listed, proposed, or candidate species occur in the subject project area.

Based on the Fish and Wildlife Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. 703 et. seq.), any potential direct, indirect, or cumulative impacts from the proposed project may have on migratory birds should be analyzed. We recommend you also consider migratory birds during the planning process.

If you have any questions regarding this correspondence or require additional information, please contact Heather Adams in our Southern Nevada Field Office at (702) 515-5230.

Sincerely,

  
for Robert D. Williams  
Field Supervisor

TAKE PRIDE  
IN AMERICA 



**Parsons  
Brinckerhoff  
Quade &  
Douglas, Inc.**

3930 Howard Hughes Parkway  
Suite 300  
Las Vegas, NV 89109

September 9, 2005

Bureau of Land Management  
4701 N. Torrey Pines Drive  
Las Vegas, NV 89130-2301

Attention: Mr. Mark Chandler

**Subject: Interstate 15 North Corridor NEPA Process  
Request for a Casual Use Permit**

Dear Mr. Chandler:

Thank you for the opportunity to meet with you and the other BLM staff on September 7. As we discussed at the meeting, the Nevada Department of Transportation (NDOT) is conducting a National Environmental Policy Act (NEPA) process for a portion of the Interstate 15 (I-15) Corridor from the US 95 (Spaghetti Bowl) interchange to the Apex interchange in Clark County, Nevada. Parsons Brinckerhoff (PB) is assisting NDOT in this effort by providing technical services.

The I-15 North Corridor project covers all proposed corridor improvements listed in the Regional Transportation Plan through the year 2025. One of the proposed improvements is a new interchange on I-15 north of the Las Vegas Motor Speedway, which would be constructed partly on BLM land. Refer to the attached Project Area Map for the location of the "Proposed New Interchange".

A preliminary plan of the Proposed New Interchange, identifying the extent of potentially affected BLM land, is attached. As mentioned at the meeting, the schedule for construction of this proposed interchange is indefinite. The need for the interchange is dependent on the future disposal of the surrounding BLM land. Should such a disposal not occur, there would be no need for the interchange. However, NDOT is currently evaluating the environmental consequences of all proposed projects within the I-15 North Corridor project limits.

In order to evaluate the existing environment and the suitability of the proposed site for construction of an interchange, a Casual Use Permit is requested for the following activities:

- (1) Biological Resources Survey. Major vegetative species and cover types will be identified by field observations. The presence or absence of threatened and endangered plant species will be identified. The presence and extent of wildlife species and habitat, including threatened and endangered species, will be identified by field observations.
- (2) Cultural Resources Survey. A permitted archaeologist will survey the proposed interchange to BLM Class III standards. A fieldwork authorization request for the survey will be submitted as soon as the Casual Use Permit is issued.



If you have any questions or need more information, please contact me at 697-8127, e-mail: [wolf@pbworld.com](mailto:wolf@pbworld.com).

Sincerely yours,

A handwritten signature in cursive script that reads "Paul Wolf".

Paul Wolf  
Senior Project Manager

Attachments: Project Area Map  
Preliminary Plan - Proposed New Interchange

Cc: Jeffrey Hale, NDOT  
Daryl James, NDOT  
Daniel Nollsch, NDOT  
Roger Patton, Louis Berger Group  
Ken Knight, Knight & Leavitt





# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
Las Vegas Field Office  
4701 N. Torrey Pines Drive  
Las Vegas, Nevada 89130-2301  
<http://www.blm.gov>



OCT 31 2005

In Reply Refer To:  
2800  
(NV-056)

CERTIFIED MAIL NO. 7003 0500 0000 5879 2170  
RETURN RECEIPT REQUESTED

Parsons Brinckerhoff Quade & Douglas, Inc.  
Attn: Paul Wolf, Project Manager  
3930 Howard Hughes Parkway, Suite 300  
Las Vegas, NV 89109

Parsons Brinckerhoff (PB) submitted a casual use request on September 9, 2005 to do a preliminary site inventory on public lands bordering I-15 just NE of the Las Vegas Motor Speedway at T. 19 S., R. 62 E., Sec. 13 (see attached maps). This request is part of the Nevada Department of Transportation (NDOT) I-15 North Corridor Regional Transportation planned projects through 2025. The casual use request is to do a preliminary site analysis for the location of a highway interchange.

This casual use request is not tied to any federal undertaking or right-of-way (ROW) requests. Upon future submission of a ROW application for an interchange at this site, BLM will reassess the Area of Potential Effect (APE) and issue the necessary fieldwork authorizations.

The Bureau of Land Management considers your proposed action a casual use activity. Attached are the standard operating procedures to be followed when completing your fieldwork. Numbers one (1) through five (5) are to ensure your activities have a "no take" of tortoise. If you have any questions, please contact Mr. Mark Chandler at (702) 515-5064.

Sincerely,

Sharon DiPinto  
Assistant Field Manager,  
Division of Lands

Enclosures:

1. Standard operating procedures
2. Site maps

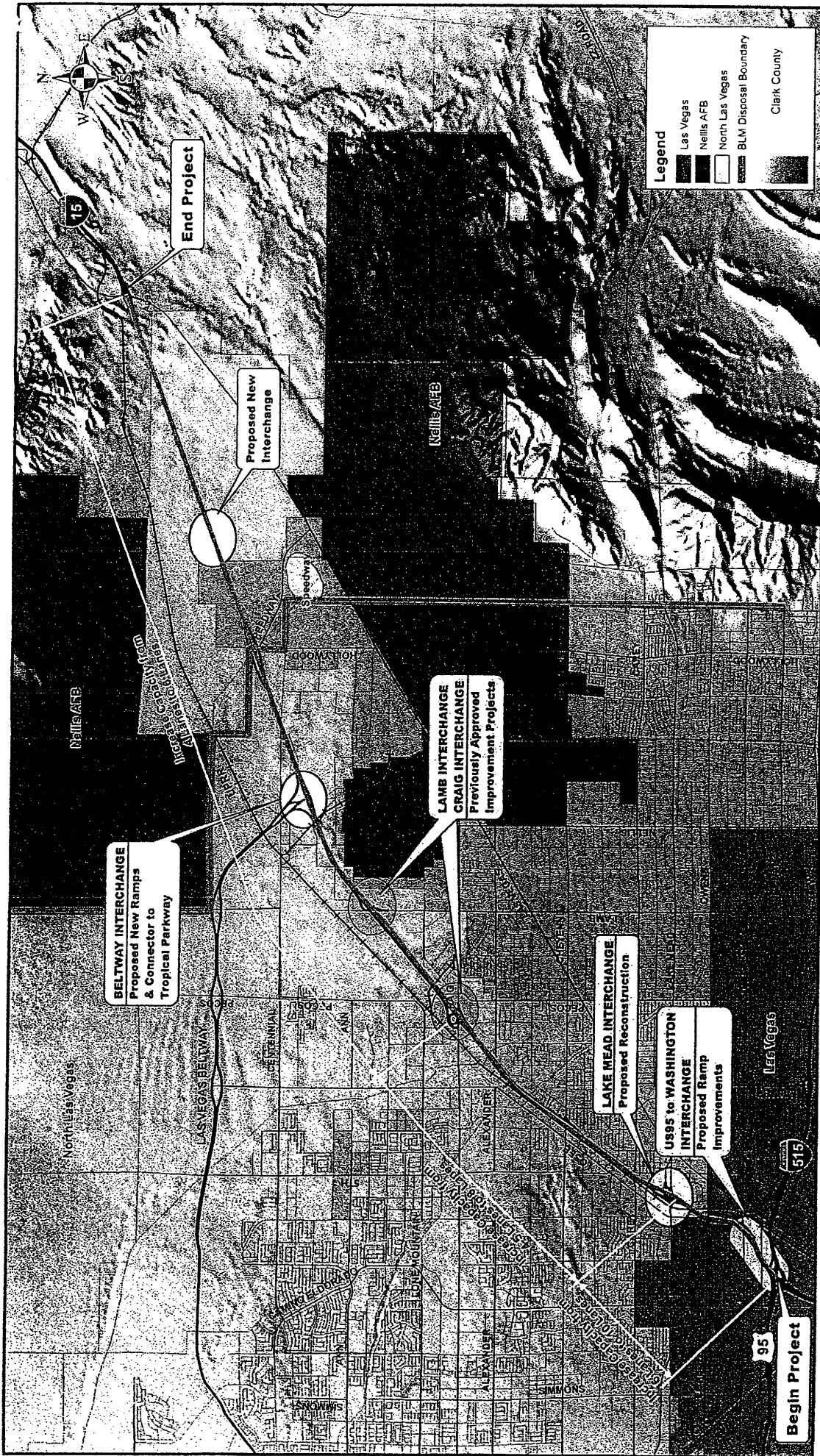
CC:

State of Nevada, Department of Transportation  
Attn: Jeffery D. Hale, P.E.  
1263 S. Stewart Street  
Carson City, NV 89712

DATE 11-1-05  
PROJ. 316385 LOG NO. 3509  
FILE NO. 6-6.7 X-REF \_\_\_\_\_  
ROUTING PW  
COPIES TO \_\_\_\_\_

## STANDARD OPERATING PROCEDURES

1. All motorized vehicles are restricted to existing graded roads. No off road vehicle travel is permitted with this casual use request.
2. PB will check for tortoises beneath vehicles before leaving an area, and WILL NOT handle tortoises found under parked vehicles.
3. A maximum speed limit of 25 mph will be observed on all unposted dirt roads in order to minimize soil disturbance and fugitive dust.
4. Desert tortoises are protected by law. Handling or harassing is prohibited unless they are in imminent danger (e.g. from oncoming traffic).
5. Prior to moving a parked vehicle the tires and ground beneath the vehicle will be inspected for desert tortoises. If a tortoise is found, it must be allowed to move out of harms way on its own volition. If it has withdrawn it is considered in imminent danger.
6. PB will practice leave-no-trace actions while collecting rock samples.
7. PB will provide BLM a copy of the cultural and biological resources data for informational purposes only.



**PROJECT AREA MAP**  
**I-15 NORTH CORRIDOR**  
**I-15/US 95 (SPAGHETTI BOWL) TO APEX**



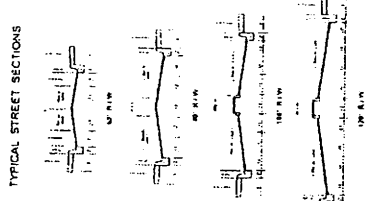
**I-15 NORTH CORRIDOR**  
 I-15/US 95 (Spaghetti Bowl) to Apex



# MASTER PLAN OF STREETS AND HIGHWAYS

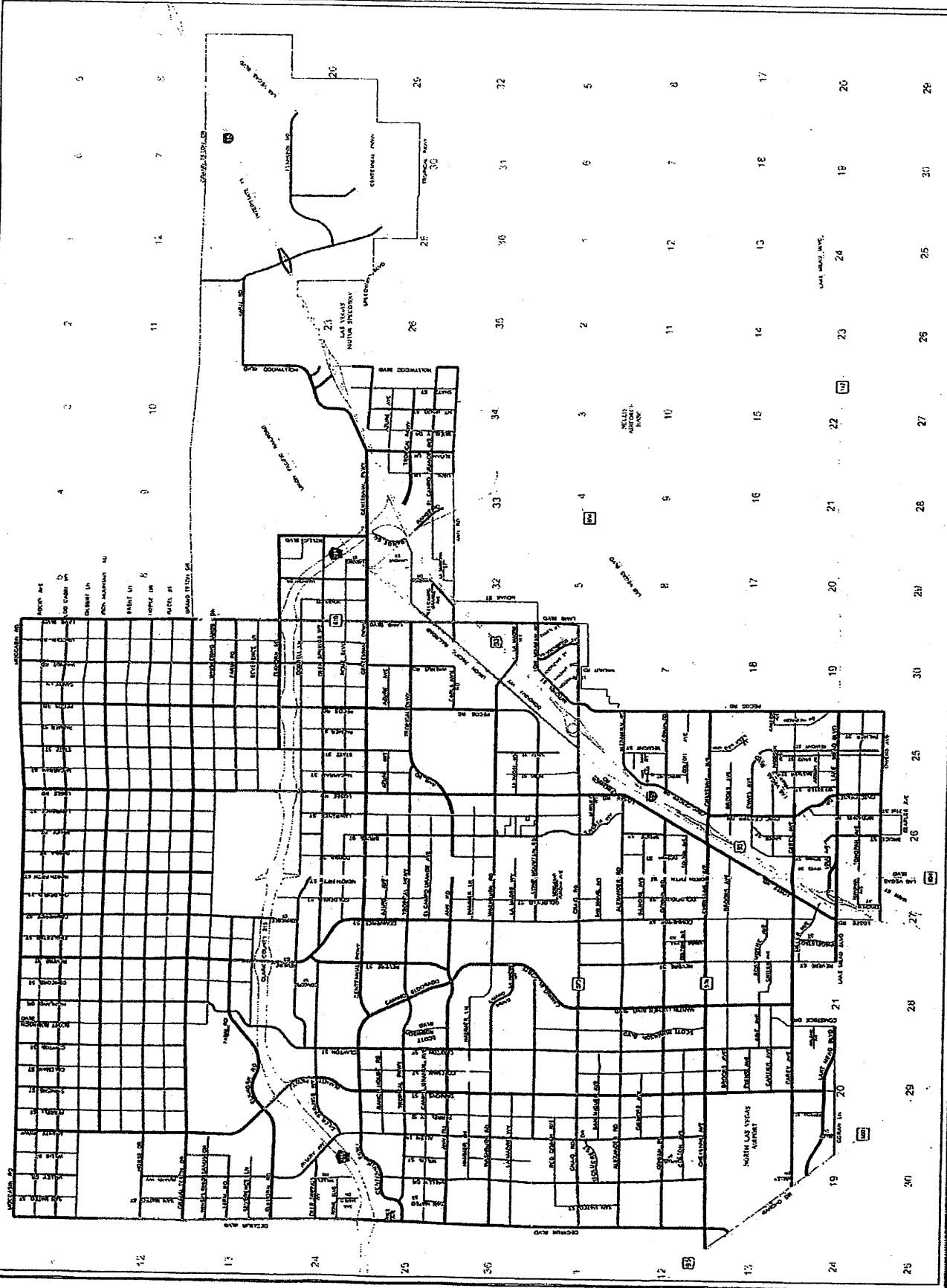
**RIGHT OF WAY WIDTHS**

42
44
50
60
66
70
80
100
120
150
160



May 1, 1971

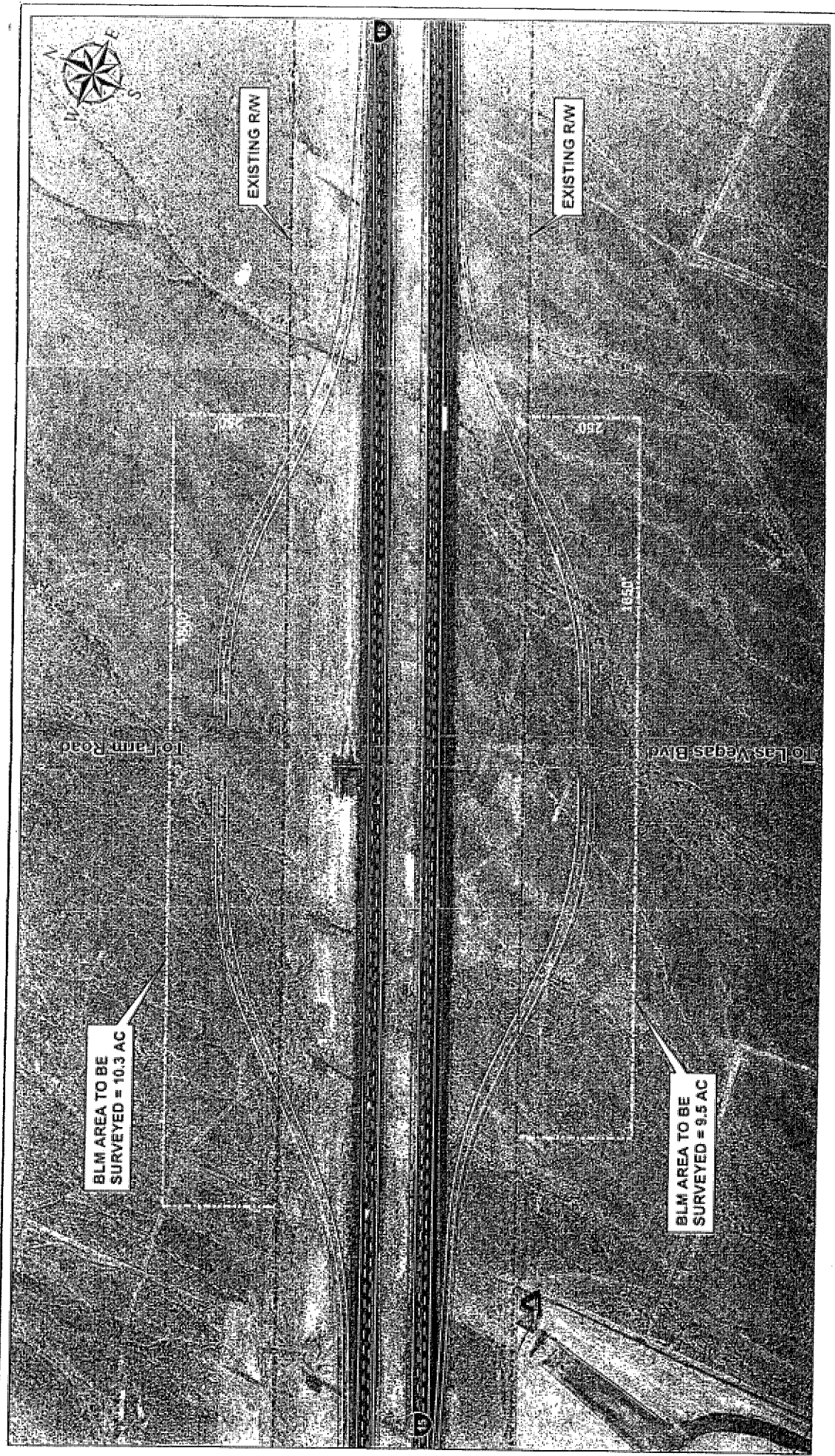
City of North Las Vegas, Nevada





I-15 NORTH CORRIDOR  
I-15/05 to (Proposed) Loop to APX

# PROPOSED NEW INTERCHANGE 1.4 MI. NORTH OF SPEEDWAY BLVD.





JIM GIBBONS  
Governor

MICHAEL E. FISCHER  
Department Director

STATE OF NEVADA  
DEPARTMENT OF CULTURAL AFFAIRS

State Historic Preservation Office  
100 N. Stewart Street  
Carson City, Nevada 89701  
(775) 684-3448 • Fax (775) 684-3442  
www.nvshpo.org

MAR 13 2007

RONALD M. JAMES  
State Historic Preservation Officer

March 9, 2007

Ted P. Bendure  
Environmental Program Manager  
Federal Highway Administration  
705 North Plaza Street Suite 220  
Carson City NV 89701-4015

RE: Widening I-15 from US 95 Interchange North to Apex, Las Vegas Valley,  
Clark County (Project NH-015-1(125)043; EA: 73028).

Dear Mr. Bendure:

The Nevada State Historic Preservation Office (SHPO) reviewed the additional information for the subject undertaking. The SHPO concurs with the Federal Highway Administration's determination that the inventory efforts identified in your previous submission were adequate to identify archaeological resources that could be affected by the undertaking.

The SHPO concurs with the Federal Highway Administration's determination that for the portions not inventoried with a pedestrian survey, previous ground disturbances have made the likelihood that intact archaeological resources would exist in the corridor very low. The SHPO concurs with the Federal Highway Administration's determination that additional pedestrian inventory is not necessary for the subject undertaking.

If public comment results in the identification of archaeological resources that could be affected by the undertaking, the Federal Highway Administration will need to initiate additional consultation with this office concerning additional inventory efforts.

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by E-mail at [rlpalmer@clan.lib.nv.us](mailto:rlpalmer@clan.lib.nv.us).

Sincerely,

Rebecca Lynn Palmer  
Review and Compliance Officer, Archaeologist



TIM GIBBONS  
Governor

MICHAEL E. FISCHER  
Department Director

STATE OF NEVADA  
DEPARTMENT OF CULTURAL AFFAIRS

State Historic Preservation Office  
100 N. Stewart Street  
Carson City, Nevada 89701  
(775) 684-3448 • Fax (775) 684-3442  
www.nvshpo.org

RONALD M. JAMES  
State Historic Preservation Officer

March 30, 2007

Ted P. Bendure  
Environmental Program Manager  
Federal Highway Administration (FHWA) - Nevada Division  
705 North Plaza Street, Suite 220  
Carson City, NV 89701

Re: I-15 North Corridor, US 95 Interchange to Apex and Report Titled 'Historic Properties Survey I-15 Corridor Improvement US 95 to Apex' by Knight & Leavitt Associates, Inc.'

Dear Mr. Bendure:

Thank you for the additional time to review this large report. This correspondence is to follow-up in a formal manner the March 8, 2007 email correspondence regarding the submitted report.

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. It became apparent very early in the review process that the majority of the problems we noted in our previous July 18 and November 21, 2006 correspondence were either not corrected or partially corrected. It also was made very clear to our office of NDOT's need to receive approval, or in the very least, acceptance of this report from this office, in order to encumber highway funds or risk losing them. Although the report does not meet the Secretary of the Interior's Standards for Identification and Evaluation and Nevada SHPO architectural reporting requirements, the SHPO would support FHWA consideration of eligibility determinations for properties in the following lists to facilitate the Section 106 process. Specific comments regarding the Area of Potential Effect and Determinations of Eligibility follow.

#### **Area of Potential Effect (APE)**

The SHPO reluctantly concurs with the Federal Highway Administration's Area of Potential Effect (APE) as defined in the maps included with the architectural report. As noted before, the maps were not detailed enough to show the APE and the properties that were included within. The SHPO did not verify the properties location within the APE.

#### **Archeological Resources**

There appears to have been none noted within the APE.

#### **Architectural Resources**

The SHPO reviewed the subject report and concluded that there were a total of 1,325 properties within the APE. Of that number, 469 properties were documented using the Nevada Historic Resources Inventory Form (HRIF). (Note: 468 were actually submitted, and the SHPO copied one HRIF for an apartment complex that was half surveyed.) The following pages list all of the properties with SHPO recommendations on furthering the Section 106 process.

At this time, the SHPO would concur with FHWA that the following one-hundred-and-twenty-seven (127) properties are 'eligible' to the National Register of Historic Places:

#	Street # and Name	APN	Built	Eligibility
1	1931 5th St., N.	139-22-711-190	1940	Eligible-A&C
2	1932 5th St., N.	139-23-310-003	1940	Eligible-A&C
3	1935 5th St., N.	139-22-711-191	1940	Eligible-A&C
4	2043 5th St., N.	139-22-610-037	1942	Eligible-A&C
5	2200 5th St., N.	139-23-110-198	1954	Eligible-A&C
6	2214 5th St., N.	139-23-110-159	1954	Eligible-A&C
7	2244 5th St., N.	139-23-110-079	1954	Eligible-A&C
8	2300 5th St., N.	139-23-110-078	1954	Eligible-A&C
9	2314 5th St., N.	139-23-110-039	1954	Eligible-A&C
10	798 A St.	139-27-701-001	1956	Eligible-A&C
11	1111 A St.	139-27-601-003	1934	Eligible-A&C
12	216 Adams Ave., W	139-27-211-049	1955	Eligible-A&C
13	400 Adams Ave., W.	139-27-211-044	1954	Eligible-A
14	413 Adams Ave., W.	139-27-210-104	1955	Eligible-A&C
15	512 Bartlett Ave., E.	139-23-110-155	1954	Eligible-A&C
16	513 Bartlett Ave., E.	139-23-110-162	1954	Eligible-A&C
17	516 Bartlett Ave., E.	139-23-110-154	1954	Eligible-A&C
18	600 Bartlett Ave., E.	139-23-110-153	1954	Eligible-A&C
19	608 Bartlett Ave., E.	139-23-110-151	1954	Eligible-A&C
20	613 Bartlett Ave., E.	139-23-110-167	1954	Eligible-A&C
21	508 Bonanza Rd., W.	139-27-310-075	1954	Eligible-A&C
22	600 Bonanza Rd., W.	139-27-310-073	1956	Eligible-A&C
23	802 Bonanza Rd., W.	139-28-703-015	1955	Eligible-A&C
24	831 Bonanza Rd., W.	139-28-801-010	1954	Eligible-A&C
25	835 Bonanza Rd., W.	139-28-801-009	1955	Eligible-A&C
26	845 Bonanza Rd., W.	139-28-801-008	1957	Eligible-A&C
27	919 Bonanza Rd., W.	139-28-801-005	1955	Eligible-A&C
28	1007 C St.	139-27-211-040	1955	Eligible-A&C
29	1318 C St.	139-27-111-053	1948	Eligible-A&C
30	1323 C St.	139-27-111-054	1945	Eligible-A&C
31	505 Carey Ave., E.	139-23-110-002	1954	Eligible-A&C
32	509 Carey Ave., E.	139-23-110-003	1954	Eligible-A&C
33	513 Carey Ave., E.	139-23-110-004	1954	Eligible-A&C
34	605 Carey Ave., E.	139-23-110-007	1955	Eligible-A&C
35	609 Carey Ave., E.	139-23-110-008	1954	Eligible-A&C
36	1308 D St.	139-27-111-061	1947	Eligible-A
37	911 E St.	139-27-210-135	1941	Eligible-A&C
38	828 F St.	139-27-310-008	1955	Eligible-A&C
39	504 Glendale Ave.	139-23-110-077	1954	Eligible-A&C
40	509 Glendale Ave.	139-23-110-081	1954	Eligible-A&C
41	512 Glendale Ave.	139-23-110-075	1954	Eligible-A&C
42	517 Glendale Ave.	139-23-110-083	1954	Eligible-A&C
43	600 Glendale Ave.	139-23-110-073	1954	Eligible-A&C
44	604 Glendale Ave.	139-23-110-072	1954	Eligible-A&C
45	616 Glendale Ave.	139-23-110-069	1954	Eligible-A&C
46	1812 Goldfield St.	139-22-711-013	1958	Eligible-A&C



#	Street # and Name	APN	Built	Eligibility
47	1816 Goldfield St.	139-22-711-012	1958	Eligible-A&C
48	1826 Goldfield St.	139-22-711-010	1956	Eligible-A&C
49	1906 Goldfield St.	139-22-711-004	1944	Eligible-A&C
50	820 H St.	139-27-310-010	1945	Eligible-A
51	207 Harrison Ave.	139-27-111-088	1955	Eligible-A&C
52	211 Harrison Ave.	139-27-111-086	1951	Eligible-A&C
53	1927 Harvard St.	139-22-711-146	1938	Eligible-A&C
54	1928 Harvard St.	139-22-711-153	1940	Eligible-A&C
55	2116 Harvard St.	139-22-610-025	1954	Eligible-A&C
56	200 Jefferson Ave.	139-27-211-036	1924	Eligible-A&C
57	504 Judson Ave.	139-23-110-197	1954	Eligible-A&C
58	508 Judson Ave.	139-23-110-196	1954	Eligible-A&C
59	516 Judson Ave.	139-23-110-194	1954	Eligible-A&C
60	600 Judson Ave.	139-23-110-193	1954	Eligible-A&C
61	604 Judson Ave.	139-23-110-192	1954	Eligible-A&C
62	608 Judson Ave.	139-23-110-191	1954	Eligible-A&C
63	612 Judson Ave.	139-23-110-190	1954	Eligible-A&C
64	616 Judson Ave.	139-23-110-189	1954	Eligible-A&C
65	305 Lake Mead North Blvd., E.	139-22-611-002	1953	Eligible-A&C
66	307 Lake Mead North Blvd., E.	139-22-611-003	1954	Eligible-A&C
67	310 Lake Mead North Blvd., E.	139-22-610-011	1957	Eligible-A&C
68	310 Lake Mead South Blvd., E.	139-22-605-002	1954	Eligible-A&C
69	1312 Lenwood Ave.	139-14-610-082	1956	Eligible-A&C
70	500 Lillis Ave.	139-23-110-038	1954	Eligible-A&C
71	504 Lillis Ave.	139-23-110-037	1954	Eligible-A&C
72	505 Lillis Ave.	139-23-110-040	1954	Eligible-A&C
73	509 Lillis Ave.	139-23-110-041	1954	Eligible-A&C
74	512 Lillis Ave.	139-23-110-035	1954	Eligible-A&C
75	513 Lillis Ave.	139-23-110-042	1954	Eligible-A&C
76	516 Lillis Ave.	139-23-110-034	1954	Eligible-A&C
77	517 Lillis Ave.	139-23-110-043	1954	Eligible-A&C
78	604 Lillis Ave.	139-23-110-032	1954	Eligible-A&C
79	608 Lillis Ave.	139-23-110-031	1954	Eligible-A&C
80	617 Lillis Ave.	139-23-110-048	1954	Eligible-A&C
81	311 Madison Ave.	139-27-211-022	1952	Eligible-A
82	215 Madison Ave.	139-27-211-017	1955	Eligible-A&C
83	317 Madison Ave.	139-27-211-023	1951	Eligible-A&C
84	716 Mesquite Ave., W.	139-27-401-005	1955	Eligible-A&C
85	800 Mesquite Ave., W.	139-28-802-001	1954	Eligible-A&C
86	200 Monroe Ave., W.	139-27-111-069	1953	Eligible-A&C
87	300 Monroe Ave., W.	139-27-111-065	1952	Eligible-A&C
88	301 Monroe Ave., W.	139-27-111-076	1955	Eligible-A&C
89	615 Morgan Ave.	139-27-310-015	1953	Eligible-A&C
90	501 Orr Ave.	139-23-110-119	1954	Eligible-A&C
91	505 Orr Ave.	139-23-110-120	1954	Eligible-A&C
92	508 Orr Ave.	139-23-110-116	1954	Eligible-A&C

#	Street # and Name	APN	Built	Eligibility
93	512 Orr Ave.	139-23-110-115	1954	Eligible-A&C
94	516 Orr Ave.	139-23-110-114	1954	Eligible-A&C
95	605 Orr Ave.	139-23-110-125	1954	Eligible-A&C
96	608 Orr Ave.	139-23-110-111	1954	Eligible-A&C
97	609 Orr Ave.	139-23-110-126	1954	Eligible-A&C
98	613 Orr Ave.	139-23-110-127	1954	Eligible-A&C
99	103 Oxford Ave.	139-22-711-045	1930	Eligible-A&C
100	1304 Piper Ave., E.	139-14-610-039	1957	Eligible-A&C
101	1305 Piper Ave., E.	139-14-610-042	1956	Eligible-A&C
102	1308 Piper Ave., E.	139-14-610-038	1957	Eligible-A&C
103	1312 Piper Ave., E.	139-14-610-037	1957	Eligible-A&C
104	1815 Princeton St.	139-22-711-020	1949	Eligible-A&C
105	1829 Princeton St.	139-22-711-024	1930	Eligible-A&C
106	1833 Princeton St.	139-22-711-025	1935	Eligible-A&C
107	1835 Princeton St.	139-22-711-026	1938	Eligible-A&C
108	1907 Princeton St.	139-22-711-031	1940	Eligible-A&C
109	1911 Princeton St.	139-22-711-032	1954	Eligible-A&C
110	1920 Princeton St.	139-22-711-040	1932	Eligible-A&C
111	1809 Stanford St.	139-22-711-059	1932	Eligible-A&C
112	1825 Stanford St.	139-22-711-062	1930	Eligible-A&C
113	1837 Stanford St.	139-22-711-065	1930	Eligible-A&C
114	1843 Stanford St.	139-22-711-066	1932	Eligible-A&C
115	1915 Stanford St.	139-22-711-070	1930	Eligible-A&C
116	1928 Stanford St.	139-22-712-003	1954	Eligible-A&C
117	1934 Stanford St.	139-22-712-002	1950	Eligible-A&C
118	1703 Stocker St.	139-22-811-001	1945	Eligible-A&C
119	14 Tonopah Ave., E.	139-22-711-018	1925	Eligible-A&C
120	701 Washington Ave., W.	139-27-310-005	1951	Eligible-A&C
121	2317 White St.	139-23-110-029	1954	Eligible-A&C
122	2329 White St.	139-23-110-010	1954	Eligible-A&C
123	720 Wilson Ave., W	139-27-310-058	1955	Eligible-A&C
124	1911 Yale St.	139-22-711-197	1955	Eligible-A&C
125	1919 Yale St.	139-22-712-008	1949	Eligible-A&C
126	1933 Yale St.	139-22-712-011	1950	Eligible-A&C
127	2080 Yale St.	139-22-611-001	1954	Eligible-A&C

The SHPO would concur with FHWA that the following three-hundred-and-thirty-eight (338) properties are 'not eligible' to the National Register of Historic Places:

1	1909 5th St., N.	139-22-711-186	1935	Not Eligible
2	2037 5th St., N.	139-22-610-036	1963	Not Eligible
3	2055 5th St., N.	139-22-610-039	1962	Not Eligible
4	2101 5th St., N.	139-22-610-041	1961	Not Eligible
5	2107 5th St., N.	139-22-610-042	1952	Not Eligible
6	2113 5th St., N.	139-22-610-043	1963	Not Eligible
7	2119 5th St., N.	139-22-610-044	1963	Not Eligible

#	Street # and Name	APN	Built	Eligibility
8	2131 5th St., N.	139-22-610-046	1961	Not Eligible
9	950 A St.	139-27-601-005	1954	Not Eligible
10	1220 A St.	139-27-601-002	1964	Not Eligible
11	1300 A St.	139-27-501-007	1953	Not Eligible
12	405 Adams Ave., W.	139-27-210-102	1954	Not Eligible
13	409 Adams Ave., W.	139-27-210-103	1956	Not Eligible
14	509 Adams Ave., W.	139-27-210-108	1964	Not Eligible
15	513 Adams Ave., W.	139-27-210-109	1949	Not Eligible
16	1423 B St.	139-27-111-026	1947	Not Eligible
17	500 Bartlett Ave., E.	139-23-110-158	1954	Not Eligible
18	504 Bartlett Ave., E.	139-23-110-157	1954	Not Eligible
19	505 Bartlett Ave., E.	139-23-110-160	1954	Not Eligible
20	508 Bartlett Ave., E.	139-23-110-156	1954	Not Eligible
21	509 Bartlett Ave., E.	139-23-110-161	1954	Not Eligible
22	517 Bartlett Ave., E.	139-23-110-163	1954	Not Eligible
23	601 Bartlett Ave., E.	139-23-110-164	1954	Not Eligible
24	604 Bartlett Ave., E.	139-23-110-152	1954	Not Eligible
25	605 Bartlett Ave., E.	139-23-110-165	1954	Not Eligible
26	609 Bartlett Ave., E.	139-23-110-166	1954	Not Eligible
27	612 Bartlett Ave., E.	139-23-110-150	1954	Not Eligible
28	617 Bartlett Ave., E.	139-23-110-168	1954	Not Eligible
29	1604 Basswood Ave.	139-14-510-017	1961	Not Eligible
30	1605 Basswood Ave.	139-14-510-020	1960	Not Eligible
31	1608 Basswood Ave.	139-14-510-016	1961	Not Eligible
32	1609 Basswood Ave.	139-14-510-021	1960	Not Eligible
33	1612 Basswood Ave.	139-14-510-015	1961	Not Eligible
34	1615 Basswood Ave.	139-14-510-022	1960	Not Eligible
35	1616 Basswood Ave.	139-14-510-014	1961	Not Eligible
36	1617 Basswood Ave.	139-14-510-023	1960	Not Eligible
37	1800 Basswood Ave.	139-14-510-013	1961	Not Eligible
38	1801 Basswood Ave.	139-14-510-024	1960	Not Eligible
39	1804 Basswood Ave.	139-14-510-012	1961	Not Eligible
40	1805 Basswood Ave.	139-14-510-025	1960	Not Eligible
41	1808 Basswood Ave.	139-14-510-011	1961	Not Eligible
42	1809 Basswood Ave.	139-14-510-026	1960	Not Eligible
43	1111, 1211 Bonanza Rd., W.	139-28-801-016	1970	Not Eligible
44	601 Bonanza Rd., W.	139-27-401-002	1946	Not Eligible
45	715 Bonanza Rd., W.	139-27-401-001	1950	Not Eligible
46	855 Bonanza Rd., W.	139-28-801-007	1956	Not Eligible
47	901 Bonanza Rd., W.	139-28-801-006	1958	Not Eligible
48	1301 Brooks Ave., E.	139-14-610-001	1959	Not Eligible
49	1305 Brooks Ave., E.	139-14-610-002	1959	Not Eligible
50	1309 Brooks Ave., E.	139-14-610-003	1959	Not Eligible
51	1315 Brooks Ave., E.	139-14-610-004	1959	Not Eligible
52	1300 C St.	139-27-111-066	1953	Not Eligible
53	1312 C St.	139-27-111-052	1950	Not Eligible

#	Street # and Name	APN	Built	Eligibility
54	501 Carey Ave., E.	139-23-110-001	1954	Not Eligible
55	517 Carey Ave., E.	139-23-110-005	1954	Not Eligible
56	601 Carey Ave., E.	139-23-110-006	1955	Not Eligible
57	613 Carey Ave., E.	139-23-110-009	1954	Not Eligible
58	3033 Civic Center Dr.	139-14-510-046	1959	Not Eligible
59	3041 Civic Center Dr.	139-14-510-045	1959	Not Eligible
60	3101 Civic Center Dr.	139-14-510-028	1959	Not Eligible
61	3115 Civic Center Dr.	139-14-510-027	1960	Not Eligible
62	3125 Civic Center Dr.	139-14-510-010	1961	Not Eligible
63	3301 Civic Center Dr.	139-11-814-000	1965	Not Eligible
64	2220 Crestline Loop	139-22-510-018	1964	Not Eligible
65	2235 Crestline Loop	139-22-510-044	1964	Not Eligible
66	2240 Crestline Loop	139-22-510-021	1963	Not Eligible
67	2255 Crestline Loop	139-22-510-039	1964	Not Eligible
68	2280 Crestline Loop	139-22-510-027	1964	Not Eligible
69	903 D St.	139-27-211-057	1958	Not Eligible
70	921 D St.	139-27-211-055	1954	Not Eligible
71	923 D St.	139-27-211-054	1949	Not Eligible
72	990 D St.	139-27-211-060	1957	Not Eligible
73	1050 D St.	139-27-211-059	1957	Not Eligible
74	1100 D St.	139-27-211-028	1965	Not Eligible
75	1119 D St.	139-27-211-026	1951	Not Eligible
76	1200 D St.	139-27-211-002	1958	Not Eligible
77	1218 D St.	139-27-111-081	1953	Not Eligible
78	1318 D St.	139-27-111-058	1949	Not Eligible
79	2730 Donna St.	139-14-310-001	1970	Not Eligible
80	621 E St.	139-27-310-083	1967	Not Eligible
81	817 E St.	139-27-310-022	1946	Not Eligible
82	823 E St.	139-27-310-009	1963	Not Eligible
83	1101 Evans Ave., E.	139-14-310-023	1970	Not Eligible
84	1105 Evans Ave., E.	139-14-310-022	1970	Not Eligible
85	1109 Evans Ave., E.	139-14-310-021	1970	Not Eligible
86	1115 Evans Ave., E.	139-14-310-020	1970	Not Eligible
87	1117 Evans Ave., E.	139-14-310-019	1970	Not Eligible
88	1201 Evans Ave., E.	139-14-310-018	1970	Not Eligible
89	1205 Evans Ave., E.	139-14-310-017	1970	Not Eligible
90	1209 Evans Ave., E.	139-14-310-016	1970	Not Eligible
91	717 F St.	139-27-310-055	1930	Not Eligible
92	719 F St.	139-27-310-052	1948	Not Eligible
93	800 F St.	139-27-310-039	1944	Not Eligible
94	810 F St.	139-27-310-025	1950	Not Eligible
95	811 F St.	139-27-310-024	1954	Not Eligible
96	814 F St.	139-27-310-021	1950	Not Eligible
97	816 F St.	139-27-310-017	1955	Not Eligible
98	817 F St.	139-27-310-016	1958	Not Eligible
99	833 F St.	139-27-310-007	1958	Not Eligible

#	Street # and Name	APN	Built	Eligibility
100	2737 Fort Sumter Dr.	139-14-310-015	1970	Not Eligible
101	2801 Fort Sumter Dr.	139-14-203-002	1966	Not Eligible
102	709 G St.	139-27-310-062	1963	Not Eligible
103	810 G St.	139-27-310-019	1962	Not Eligible
104	505 Glendale Ave.	139-23-110-080	1954	Not Eligible
105	508 Glendale Ave.	139-23-110-076	1954	Not Eligible
106	513 Glendale Ave.	139-23-110-082	1954	Not Eligible
107	516 Glendale Ave.	139-23-110-074	1954	Not Eligible
108	601 Glendale Ave.	139-23-110-084	1954	Not Eligible
109	605 Glendale Ave.	139-23-110-085	1954	Not Eligible
110	608 Glendale Ave.	139-23-110-071	1954	Not Eligible
111	609 Glendale Ave.	139-23-110-086	1954	Not Eligible
112	612 Glendale Ave.	139-23-110-070	1954	Not Eligible
113	613 Glendale Ave.	139-23-110-087	1954	Not Eligible
114	1802 Goldfield St.	139-22-711-015	1940	Not Eligible
115	1822 Goldfield St.	139-22-711-011	1956	Not Eligible
116	1825 Goldfield St.	139-22-702-005	1963	Not Eligible
117	1848 Goldfield St.	139-22-711-006	1964	Not Eligible
118	1910 Goldfield St.	139-22-711-003	1941	Not Eligible
119	1922 Goldfield St.	139-22-711-001	1944	Not Eligible
120	616 H St.	139-27-310-067	1966	Not Eligible
121	3040 Hamilton St.	139-14-510-037	1959	Not Eligible
122	3100 Hamilton St.	139-14-510-036	1959	Not Eligible
123	3116 Hamilton St.	139-14-510-019	1960	Not Eligible
124	3124 Hamilton St.	139-14-510-018	1961	Not Eligible
125	1604 Harewood Ave.	139-14-510-035	1959	Not Eligible
126	1605 Harewood Ave.	139-14-510-038	1959	Not Eligible
127	1608 Harewood Ave.	139-14-510-034	1959	Not Eligible
128	1609 Harewood Ave.	139-14-510-039	1959	Not Eligible
129	1612 Harewood Ave.	139-14-510-033	1959	Not Eligible
130	1615 Harewood Ave.	139-14-510-040	1959	Not Eligible
131	1616 Harewood Ave.	139-14-510-032	1959	Not Eligible
132	1617 Harewood Ave.	139-14-510-041	1959	Not Eligible
133	1800 Harewood Ave.	139-14-510-031	1959	Not Eligible
134	1801 Harewood Ave.	139-14-510-042	1959	Not Eligible
135	1804 Harewood Ave.	139-14-510-030	1959	Not Eligible
136	1805 Harewood Ave.	139-14-510-043	1959	Not Eligible
137	1808 Harewood Ave.	139-14-510-029	1959	Not Eligible
138	1809 Harewood Ave.	139-14-510-044	1959	Not Eligible
139	209 Harrison Ave.	139-27-111-087	1954	Not Eligible
140	1910 Harvard St.	139-22-711-157	1938	Not Eligible
141	1911 Harvard St.	139-22-711-142	1946	Not Eligible
142	1913 Harvard St.	139-22-711-143	c. 1946	Not Eligible
143	1914 Harvard St.	139-22-711-156	1949	Not Eligible
144	1920 Harvard St.	139-22-711-155	1940	Not Eligible
145	1924 Harvard St.	139-22-711-154	1942	Not Eligible

#	Street # and Name	APN	Built	Eligibility
146	1931 Harvard St.	139-22-711-147	1918	Not Eligible
147	1934 Harvard St.	139-22-711-152	1945	Not Eligible
148	2048 Harvard St.	139-22-610-031	c. 1963	Not Eligible
149	2049 Harvard St.	139-22-610-014	1963	Not Eligible
150	2054 Harvard St.	139-22-610-030	1961	Not Eligible
151	2055 Harvard St.	139-22-610-015	1963	Not Eligible
152	2061 Harvard St.	139-22-610-016	1964	Not Eligible
153	2062 Harvard St.	139-22-610-029	1964	Not Eligible
154	2100 Harvard St.	139-22-610-028	1957	Not Eligible
155	2101 Harvard St.	139-22-610-017	1957	Not Eligible
156	2112 Harvard St.	139-22-610-026	1962	Not Eligible
157	2115 Harvard St.	139-22-610-019	1963	Not Eligible
158	2119 Harvard St.	139-22-610-020	1963	Not Eligible
159	2124 Harvard St.	139-22-610-024	1963	Not Eligible
160	2125 Harvard St.	139-22-610-021	1952	Not Eligible
161	2131 Harvard St.	139-22-610-022	1964	Not Eligible
162	205 Jackson Ave.	139-27-111-048	1956	Not Eligible
163	206 Jackson Ave.	139-27-111-046	1945	Not Eligible
164	214 Jackson Ave.	139-27-111-044	1941	Not Eligible
165	215 Jackson Ave.	139-27-111-050	1956	Not Eligible
166	216 Jackson Ave.	139-27-111-043	1943	Not Eligible
167	217 Jackson Ave.	139-27-111-051	1944	Not Eligible
168	222 Jackson Ave.	139-27-111-042	1950	Not Eligible
169	313 Jackson Ave.	139-27-111-055	1963	Not Eligible
170	319 Jackson Ave.	139-27-111-057	1945	Not Eligible
171	203 Jefferson Ave.	139-27-211-034	1942	Not Eligible
172	204 Jefferson Ave.	139-27-211-035	1947	Not Eligible
173	211 Jefferson Ave.	139-27-211-037	1954	Not Eligible
174	213 Jefferson Ave.	139-27-211-038	1964	Not Eligible
175	220 Jefferson Ave.	139-27-211-033	1948	Not Eligible
176	308 Jefferson Ave.	139-27-211-029	1946	Not Eligible
177	407 Jefferson Ave.	139-27-210-060	1966	Not Eligible
178	410 Jefferson Ave.	139-27-210-058	1941	Not Eligible
179	412 Jefferson Ave.	139-27-210-057	1948	Not Eligible
180	416 Jefferson Ave.	139-27-210-056	1946	Not Eligible
181	422 Jefferson Ave.	139-27-210-055	1943	Not Eligible
182	301 Judson Ave.	139-22-610-001	1944	Not Eligible
183	512 Judson Ave.	139-23-110-195	1954	Not Eligible
184	313 Lake Mead North Blvd., E.	139-22-611-004	1963	Not Eligible
185	405 Lake Mead North Blvd., E.	139-22-611-005	1963	Not Eligible
186	405 Lake Mead North Blvd., E.	139-22-611-006	1961	Not Eligible
187	206 Lake Mead South Blvd., E.	139-22-611-014	1954	Not Eligible
188	No # listed Lake Mead South Blvd., E.	139-23-211-065	1954	Not Eligible
189	1300 Lenwood Ave.	139-14-610-085	1956	Not Eligible
190	1304 Lenwood Ave.	139-14-610-084	1956	Not Eligible
191	1308 Lenwood Ave.	139-14-610-083	1956	Not Eligible

#	Street # and Name	APN	Built	Eligibility
192	508 Lillis Ave.	139-23-110-036	1954	Not Eligible
193	600 Lillis Ave.	139-23-110-033	1954	Not Eligible
194	601 Lillis Ave.	139-23-110-044	1954	Not Eligible
195	605 Lillis Ave.	139-23-110-045	1954	Not Eligible
196	609 Lillis Ave.	139-23-110-046	1954	Not Eligible
197	612 Lillis Ave.	139-23-110-030	1954	Not Eligible
198	613 Lillis Ave.	139-23-110-047	1954	Not Eligible
199	2218 Losee Rd.	139-22-510-016	1964	Not Eligible
200	2222 Losee Rd.	139-22-510-015	1964	Not Eligible
201	2264 Losee Rd.	139-22-510-007	1965	Not Eligible
202	2304 Losee Rd.	139-22-510-003	1963	Not Eligible
203	3560 Losee Rd.	139-11-702-001	1966	Not Eligible
204	3836 Losee Rd.	139-11-504-003	1970	Not Eligible
205	2024 Losee Rd.	139-22-604-005	1970	Not Eligible
206	208 Madison Ave.	139-27-211-011	1965	Not Eligible
207	209 Madison Ave.	139-27-211-016	1949	Not Eligible
208	216 Madison Ave.	139-27-211-010	1956	Not Eligible
209	217 Madison Ave.	139-27-211-018	1962	Not Eligible
210	218 Madison Ave.	139-27-211-009	1945	Not Eligible
211	220 Madison Ave.	139-27-211-008	1964	Not Eligible
212	300 Madison Ave.	139-27-211-007	1962	Not Eligible
213	301 Madison Ave.	139-27-211-020	1955	Not Eligible
214	304 Madison Ave.	139-27-211-006	1990-2000	Not Eligible
215	307 Madison Ave.	139-27-211-021	1955	Not Eligible
216	308 Madison Ave.	139-27-211-005	1950	Not Eligible
217	407 Madison Ave.	139-27-210-022	1964	Not Eligible
218	411 Madison Ave.	139-27-210-023	1950	Not Eligible
219	506 McWilliams Ave., W	139-27-310-043	1945	Not Eligible
220	514 McWilliams Ave., W	139-27-310-041	1943	Not Eligible
221	520 McWilliams Ave., W	139-27-310-040	1944	Not Eligible
222	602 McWilliams Ave., W	139-27-310-037	1931	Not Eligible
223	614 McWilliams Ave., W	139-27-310-100	1951	Not Eligible
224	616 McWilliams Ave., W	139-27-310-101	1957	Not Eligible
225	622 McWilliams Ave., W	139-27-310-034	1948	Not Eligible
226	631 McWilliams Ave., W	139-27-310-050	1929	Not Eligible
227	633 McWilliams Ave., W	139-27-310-049	1924	Not Eligible
228	712 McWilliams Ave., W	139-27-310-029	1959	Not Eligible
229	714 McWilliams Ave., W	139-27-310-028	1959	Not Eligible
230	720 McWilliams Ave., W	139-27-310-027	1959	Not Eligible
231	721 McWilliams Ave., W	139-27-310-045	1955	Not Eligible
232	901 McWilliams Ave., W	139-28-711-000	1962	Not Eligible
233	125 Miller Ave.	139-22-604-001	1964	Not Eligible
234	204 Monroe Ave., W.	139-27-111-068	1956	Not Eligible
235	209 Monroe Ave., W.	139-27-111-071	1943	Not Eligible
236	210 Monroe Ave., W.	139-27-111-067	1954	Not Eligible
237	219 Monroe Ave., W.	139-27-111-074	1949	Not Eligible

#	Street # and Name	APN	Built	Eligibility
238	304 Monroe Ave., W.	139-27-111-064	1949	Not Eligible
239	305 Monroe Ave., W.	139-27-111-077	1963	Not Eligible
240	703 Morgan Ave.	139-27-310-014	1963	Not Eligible
241	705 Morgan Ave.	139-27-310-013	1963	Not Eligible
242	500 Orr Ave.	139-23-110-118	1954	Not Eligible
243	504 Orr Ave.	139-23-110-117	1954	Not Eligible
244	509 Orr Ave.	139-23-110-121	1954	Not Eligible
245	513 Orr Ave.	139-23-110-122	1954	Not Eligible
246	517 Orr Ave.	139-23-110-123	1954	Not Eligible
247	600 Orr Ave.	139-23-110-113	1954	Not Eligible
248	601 Orr Ave.	139-23-110-124	1954	Not Eligible
249	604 Orr Ave.	139-23-110-112	1954	Not Eligible
250	612 Orr Ave.	139-23-110-110	1954	Not Eligible
251	228 Owens Ave., W.	139-22-803-002	1966	Not Eligible
252	102 Oxford Ave.	139-22-711-044	1954	Not Eligible
253	200 Oxford Ave.	139-22-711-079	1940	Not Eligible
254	312 Oxford Ave.	139-22-711-140	1949	Not Eligible
255	1300 Piper Ave., E.	139-14-610-040	1957	Not Eligible
256	1301 Piper Ave., E.	139-14-610-041	1956	Not Eligible
257	1309 Piper Ave., E.	139-14-610-043	1956	Not Eligible
258	1313 Piper Ave., E.	139-14-610-044	1956	Not Eligible
259	1812 Princeton St.	139-22-711-054	1930	Not Eligible
260	1819 Princeton St.	139-22-711-194	1950	Not Eligible
261	1820 Princeton St.	139-22-711-052	1932	Not Eligible
262	1824 Princeton St.	139-22-703-001	1968	Not Eligible
263	1830 Princeton St.	139-22-711-050	1936	Not Eligible
264	1834 Princeton St.	139-22-711-049	1940	Not Eligible
265	1845 Princeton St.	139-22-711-028	1944	Not Eligible
266	1846 Princeton St.	139-22-711-046	1942	Not Eligible
267	1849 Princeton St.	139-22-711-029	1935	Not Eligible
268	1914 Princeton St.	139-22-711-041	1940	Not Eligible
269	1919 Princeton St.	139-22-711-033	1937	Not Eligible
270	1925 Princeton St.	139-22-711-034	1942	Not Eligible
271	1800 Renada Circle	139-14-514-061	1963	Not Eligible
272	1802 Renada Circle	139-14-514-060	1963	Not Eligible
273	1804 Renada Circle	139-14-514-059	1963	Not Eligible
274	1806 Renada Circle	139-14-514-058	1963	Not Eligible
275	1808 Renada Circle	139-14-514-057	1963	Not Eligible
276	1810 Renada Circle	139-14-514-056	1963	Not Eligible
277	1812 Renada Circle	139-14-514-055	1963	Not Eligible
278	1814 Renada Circle	139-14-514-054	1963	Not Eligible
279	1818 Renada Circle	139-14-514-053	1963	Not Eligible
280	1820 Renada Circle	139-14-514-052	1963	Not Eligible
281	1822 Renada Circle	139-14-514-051	1963	Not Eligible
282	1824 Renada Circle	139-14-514-050	1963	Not Eligible
283	1826 Renada Circle	139-14-514-049	1963	Not Eligible



#	Street # and Name	APN	Built	Eligibility
284	1828 Renada Circle	139-14-514-048	1963	Not Eligible
285	1830 Renada Circle	139-14-514-047	1963	Not Eligible
286	1832 Renada Circle	139-14-514-046	1963	Not Eligible
287	1834 Renada Circle	139-14-514-045	1963	Not Eligible
288	1836 Renada Circle	139-14-514-044	1963	Not Eligible
289	1840 Renada Circle	139-14-514-043	1963	Not Eligible
290	1842 Renada Circle	139-14-514-042	1963	Not Eligible
291	1844 Renada Circle	139-14-514-041	1963	Not Eligible
292	1846 Renada Circle	139-14-514-040	1963	Not Eligible
293	1848 Renada Circle	139-14-514-039	1963	Not Eligible
294	1850 Renada Circle	139-14-514-038	1964	Not Eligible
295	1924 Stanford St.	139-22-712-004	1948	Not Eligible
296	1920 Stanford St.	139-22-712-005	1948	Not Eligible
297	1917 Stanford St.	139-22-711-071	1930	Not Eligible
298	1910 Stanford St.	139-22-711-078	1958	Not Eligible
299	1831 Stanford St.	139-22-711-063	1938	Not Eligible
300	1817 Stanford St.	139-22-711-061	1938	Not Eligible
301	1815 Stanford St.	139-22-711-060	1940	Not Eligible
302	1649 Stocker St.	139-22-811-002	1960	Not Eligible
303	1655 Stocker St.	139-22-811-004	1964	Not Eligible
304	108 Tonopah Ave., E.	139-22-711-057	1960	Not Eligible
305	205 Van Buren Ave., W.	139-27-111-027	1946	Not Eligible
306	212 Van Buren Ave., W.	139-27-111-023	1955	Not Eligible
307	217 Van Buren Ave., W.	139-27-111-029	1954	Not Eligible
308	221 Van Buren Ave., W.	139-27-111-030	1962	Not Eligible
309	222 1-2 Van Buren Ave., W.	139-27-111-021	1958	Not Eligible
310	406 Washington Ave., W.	139-27-211-056	1947	Not Eligible
311	408 Washington Ave., W.	139-27-210-140	1941	Not Eligible
312	420 Washington Ave., W.	139-27-210-139	1941	Not Eligible
313	422 Washington Ave., W.	139-27-210-138	1959	Not Eligible
314	506 Washington Ave., W.	139-27-210-137	1956	Not Eligible
315	508 Washington Ave., W.	139-27-210-136	1955	Not Eligible
316	705 Washington Ave., W.	139-27-310-004	1961	Not Eligible
317	119 Water Ave.	139-22-811-005	1963	Not Eligible
318	155 Water Ave., W.	139-22-811-029	1964	Not Eligible
319	2217 White St.	139-23-110-149	1954	Not Eligible
320	2229 White St.	139-23-110-128	1954	Not Eligible
321	2231 White St.	139-23-110-109	1954	Not Eligible
322	2245 White St.	139-23-110-088	1954	Not Eligible
323	405 Wilson Ave., W	139-27-301-001	1945	Not Eligible
324	704 Wilson Ave., W	139-27-310-061	1949	Not Eligible
325	718 Wilson Ave., W	139-27-310-059	1963	Not Eligible
326	1900 Yale St.	139-22-711-113	1963	Not Eligible
327	1901 Yale St.	139-22-711-100	1962	Not Eligible
328	1904 Yale St.	139-22-711-112	1963	Not Eligible
329	1908 Yale St.	139-22-711-111	1935	Not Eligible

330	1929 Yale St.	139-22-712-010	1949	Not Eligible
331	1937 Yale St.	139-22-712-012	1954	Not Eligible
332	2030 Yale St.	139-22-610-010	1968	Not Eligible
333	2048 Yale St.	139-22-610-009	1957	Not Eligible
334	2054 Yale St.	139-22-610-008	1957	Not Eligible
335	2060 Yale St.	139-22-610-007	1964	Not Eligible
336	2100 Yale St.	139-22-610-006	1954	Not Eligible
337	2110 Yale St.	139-22-610-005	1956	Not Eligible
338	2112 Yale St.	139-22-610-004	1959	Not Eligible

Additionally, the SHPO notes that the following five (5) properties are National Register listed.

1	900 Bonanza Rd., W.	139-28-703-014	1954	NR Listed
2	920 Bonanza Rd., W.	139-28-703-013	1955	Contributing to 920 Bonanza
3	No # listed Bonanza Rd., W.	100-00-000-000	1936	NR Listed
4	330 Washington Ave., W.	139-27-211-053	0	Contributing to APN '058'
5	330 Washington Ave., W.	139-27-211-058	1949	NR Listed

Additionally, the SHPO acknowledges that eight-hundred-and-fifty-five (855) properties were not surveyed using the HRIF and remain unevaluated. They were either vacant or not yet forty (40) years of age when surveyed in 2006.

1	1905 5th St., N.	139-22-711-185	Vacant
2	1917 5th St., N.	139-22-711-187	1981
3	1921 5th St., N.	139-22-711-188	1982
4	1927 5th St., N.	139-22-711-189	Vacant
5	1937 5th St., N.	139-22-711-192	Vacant
6	2035 5th St., N.	139-22-610-035	Vacant
7	2049 5th St., N.	139-22-610-038	1980
8	2061 5th St., N.	139-22-610-040	1980
9	2125 5th St., N.	139-22-610-045	1980
10	798 A St.	139-27-701-002	Vacant
11	900 A St.	139-27-601-007	Vacant
12	950 A St.	139-27-601-008	Vacant
13	1000 A St.	139-27-601-004	1982
14	1001 A St.	139-27-212-001	1975
15	1001 A St.	139-27-212-002	Vacant
16	1001 A St.	139-27-211-051	Vacant
17	1224 A St.	139-27-501-008	1949
18	1224 A St.	139-27-601-001	Vacant
19	1224 A St.	139-27-601-006	Vacant
20	1315 A St.	139-27-501-006	1986
21	1317 A St.	139-27-501-005	1986
22	1400 A St.	139-27-501-004	1983
23	1405 A St.	139-27-501-003	1978
24	1511 A St.	139-27-501-001	1982
25	1600 A St.	139-27-501-002	Vacant
26	218 Adams Ave., W.	139-27-211-047	Vacant

27	404 Adams Ave., W.	139-27-210-101	Vacant
28	408 Adams Ave., W.	139-27-210-100	Vacant
29	414 Adams Ave., W.	139-27-210-099	Vacant
30	415 Adams Ave., W.	139-27-210-105	Vacant
31	No # listed Adams Ave., W.	139-27-201-002	2004
32	No # listed Adams St., W.	139-27-211-048	Vacant
33	2813 Alexander Rd., E.	139-12-103-017	1997
34	2821 Alexander Rd., E.	139-12-103-022	1997
35	2902 Alexander Rd., E.	139-01-405-002	2004
36	2909 Alexander Rd., E.	139-12-103-021	1997
37	2917 Alexander Rd., E.	139-12-103-019	1997
38	2933 Alexander Rd., E.	139-12-103-024	1996
39	2937 Alexander Rd., E.	139-12-103-025	1996
40	2943 Alexander Rd., E.	139-12-103-023	1996
41	No # listed Alexander Rd., E.	139-12-103-003	Vacant
42	No # listed Alexander Rd., E.	139-01-810-003	2000
43	No # listed Alexander Rd., E.	139-12-103-016	Vacant
44	4417 Ann Rd.	123-32-101-001	Vacant
45	0 Ann Rd.	123-29-401-014	1986
46	1120 B St.	139-27-211-014	Vacant
47	1200 B St.	139-27-211-013	Vacant
48	1216 B St.	139-27-111-070	Vacant
49	No # listed Belmont St.	139-12-103-005	Vacant
50	1001 Bonanza Rd., W.	139-28-801-003	1963
51	1211 Bonanza Rd., W.	139-28-801-016	1970
52	300 Bonanza Rd., W.	139-27-310-098	1991
53	No # listed Bonanza Rd., W.	139-27-310-072	Vacant
54	800 Bonanza Rd., W.	139-28-703-016	1985
55	855 Bonanza Rd., W.	139-28-801-015	1977
56	No # listed Bonanza Rd., W.	139-28-801-011	Vacant
57	No # listed Bonanza Rd., W.	139-28-801-004	1974
58	No # listed Bonanza Rd., W.	139-28-801-013	Vacant
59	No # listed Bonanza Rd., W.	139-28-801-012	Vacant
60	1300 Brooks Ave., E.	139-14-514-001	1971
61	1304 Brooks Ave., E.	139-14-514-002	1971
62	1308 Brooks Ave., E.	139-14-514-003	1971
63	No # listed Brooks Ave., E.	139-14-103-001	Vacant
64	2516 Bulloch St.	139-14-410-052	1972
65	2516 Bulloch St.	139-14-410-053	1972
66	2516 Bulloch St.	139-14-410-054	1972
67	2516 Bulloch St.	139-14-410-055	1972
68	2516 Bulloch St.	139-14-410-056	1972
69	2516 Bulloch St.	139-14-410-057	1972
70	2516 Bulloch St.	139-14-410-058	1972
71	2516 Bulloch St.	139-14-410-059	1972
72	2516 Bulloch St.	139-14-410-060	1972
73	2516 Bulloch St.	139-14-410-061	1972

74	2516 Bulloch St.	139-14-410-062	1972
75	2516 Bulloch St.	139-14-410-063	1972
76	2518 Bulloch St.	139-14-410-084	1972
77	2518 Bulloch St.	139-14-410-083	1972
78	2518 Bulloch St.	139-14-410-082	1972
79	2518 Bulloch St.	139-14-410-081	1972
80	2518 Bulloch St.	139-14-410-080	1972
81	2518 Bulloch St.	139-14-410-079	1972
82	2518 Bulloch St.	139-14-410-078	1972
83	2518 Bulloch St.	139-14-410-077	1972
84	2520 Bulloch St.	139-14-410-050	1971
85	2520 Bulloch St.	139-14-410-049	1971
86	2520 Bulloch St.	139-14-410-048	1971
87	2520 Bulloch St.	139-14-410-047	1971
88	2520 Bulloch St.	139-14-410-046	1971
89	2520 Bulloch St.	139-14-410-045	1971
90	2520 Bulloch St.	139-14-410-044	1971
91	2520 Bulloch St.	139-14-410-043	1971
92	2520 Bulloch St.	139-14-410-042	1971
93	2520 Bulloch St.	139-14-410-041	1971
94	2526 Bulloch St.	139-14-410-031	1971
95	2526 Bulloch St.	139-14-410-032	1971
96	2526 Bulloch St.	139-14-410-033	1971
97	2526 Bulloch St.	139-14-410-034	1971
98	2526 Bulloch St.	139-14-410-035	1971
99	2526 Bulloch St.	139-14-410-036	1971
100	2526 Bulloch St.	139-14-410-037	1971
101	2526 Bulloch St.	139-14-410-038	1971
102	2526 Bulloch St.	139-14-410-039	1971
103	2526 Bulloch St.	139-14-410-040	1971
104	2530 Bulloch St.	139-14-410-020	1971
105	2530 Bulloch St.	139-14-410-019	1971
106	2530 Bulloch St.	139-14-410-018	1971
107	2530 Bulloch St.	139-14-410-017	1971
108	2532 Bulloch St.	139-14-410-021	1971
109	2532 Bulloch St.	139-14-410-022	1971
110	2532 Bulloch St.	139-14-410-023	1971
111	2532 Bulloch St.	139-14-410-024	1971
112	2532 Bulloch St.	139-14-410-025	1971
113	2532 Bulloch St.	139-14-410-026	1971
114	2532 Bulloch St.	139-14-410-027	1971
115	2532 Bulloch St.	139-14-410-028	1971
116	2532 Bulloch St.	139-14-410-029	1971
117	2532 Bulloch St.	139-14-410-030	1971
118	3424 Bulloch St.	139-11-712-096	Vacant
119	3424 Bulloch St.	139-11-712-095	Vacant
120	3424 Bulloch St.	139-11-712-094	Vacant

121	3424 Bulloch St.	139-11-712-093	Vacant
122	3424 Bulloch St.	139-11-712-092	Vacant
123	3424 Bulloch St.	139-11-712-091	Vacant
124	3424 Bulloch St.	139-11-712-090	Vacant
125	3424 Bulloch St.	139-11-712-089	Vacant
126	3428 Bulloch St.	139-11-712-081	Vacant
127	3428 Bulloch St.	139-11-712-082	Vacant
128	3428 Bulloch St.	139-11-712-083	Vacant
129	3428 Bulloch St.	139-11-712-084	Vacant
130	3428 Bulloch St.	139-11-712-085	Vacant
131	3428 Bulloch St.	139-11-712-086	Vacant
132	3428 Bulloch St.	139-11-712-087	Vacant
133	3428 Bulloch St.	139-11-712-088	Vacant
134	3432 Bulloch St.	139-11-712-097	Vacant
135	3432 Bulloch St.	139-11-712-098	Vacant
136	3432 Bulloch St.	139-11-712-099	Vacant
137	3432 Bulloch St.	139-11-712-100	Vacant
138	3432 Bulloch St.	139-11-712-101	Vacant
139	3432 Bulloch St.	139-11-712-102	Vacant
140	3432 Bulloch St.	139-11-712-103	Vacant
141	3432 Bulloch St.	139-11-712-104	Vacant
142	3432 Bulloch St.	139-11-712-080	Vacant
143	No # listed Bulloch St.	139-14-410-149	Vacant
144	1108 C St.	139-27-211-032	2002
145	1123 C St.	139-27-211-019	Vacant
146	1507 C St.	139-27-111-020	1967
147	809 Cartier Ave., E.	139-14-410-007	1971
148	809 Cartier Ave., E.	139-14-410-008	1971
149	809 Cartier Ave., E.	139-14-410-009	1971
150	809 Cartier Ave., E.	139-14-410-010	1971
151	809 Cartier Ave., E.	139-14-410-011	1971
152	809 Cartier Ave., E.	139-14-410-012	1971
153	809 Cartier Ave., E.	139-14-410-013	1971
154	809 Cartier Ave., E.	139-14-410-014	1971
155	809 Cartier Ave., E.	139-14-410-015	1971
156	809 Cartier Ave., E.	139-14-410-016	1971
157	0 City Parkway	139-27-401-003	Vacant
158	0 City Parkway	139-27-401-006	No date
159	3227 Civic Center Dr.	139-11-803-002	1974
160	3227 Civic Center Dr.	139-11-815-001	Vacant
161	3227 Civic Center Dr.	139-11-815-003	No Date
162	3361 Civic Center Dr.	139-11-712-051	1981
163	3361 Civic Center Dr.	139-11-811-001	1981
164	3361 Civic Center Dr.	139-11-811-002	1981
165	3361 Civic Center Dr.	139-11-811-003	1981
166	3361 Civic Center Dr.	139-11-811-004	1981
167	3361 Civic Center Dr.	139-11-811-005	1981

168	3361 Civic Center Dr.	139-11-811-006	1981
169	3361 Civic Center Dr.	139-11-811-007	1981
170	3405 Civic Center Dr.	139-11-712-060	1981
171	3405 Civic Center Dr.	139-11-712-059	1981
172	3405 Civic Center Dr.	139-11-712-058	1981
173	3405 Civic Center Dr.	139-11-712-057	1981
174	3405 Civic Center Dr.	139-11-712-056	1981
175	3405 Civic Center Dr.	139-11-712-055	1981
176	3405 Civic Center Dr.	139-11-712-054	1981
177	3405 Civic Center Dr.	139-11-712-053	1981
178	3405 Civic Center Dr.	139-11-712-052	1981
179	3407 Civic Center Dr.	139-11-715-002	1972
180	3407 Civic Center Dr.	139-11-715-003	1972
181	3407 Civic Center Dr.	139-11-715-004	1972
182	3407 Civic Center Dr.	139-11-715-005	1972
183	3407 Civic Center Dr.	139-11-715-006	1972
184	3411 Civic Center Dr.	139-11-712-042	1983
185	3411 Civic Center Dr.	139-11-712-043	1983
186	3411 Civic Center Dr.	139-11-712-044	1983
187	3411 Civic Center Dr.	139-11-712-045	1983
188	3411 Civic Center Dr.	139-11-712-046	1983
189	3411 Civic Center Dr.	139-11-712-047	1983
190	3411 Civic Center Dr.	139-11-712-048	1983
191	3411 Civic Center Dr.	139-11-712-049	1983
192	3411 Civic Center Dr.	139-11-712-050	1983
193	3417 Civic Center Dr.	139-11-712-036	1983
194	3417 Civic Center Dr.	139-11-712-037	1983
195	3417 Civic Center Dr.	139-11-712-038	1983
196	3417 Civic Center Dr.	139-11-712-039	1983
197	3417 Civic Center Dr.	139-11-712-040	1983
198	3417 Civic Center Dr.	139-11-712-041	1983
199	3519 Civic Center Dr.	139-11-703-003	1979
200	3527 Civic Center Dr.	139-12-301-001	1984
201	3802 Civic Center Dr.	139-12-103-039	1998
202	3806 Civic Center Dr.	139-12-103-040	1998
203	3812 Civic Center Dr.	139-12-103-035	1998
204	3816 Civic Center Dr.	139-12-103-038	1998
205	3824 Civic Center Dr.	139-12-103-036	1998
206	3930 Civic Center Dr.	139-12-103-002	2002
207	No # listed Civic Center Dr.	139-12-103-015	No-Date
208	No # listed Civic Center Dr.	139-12-103-042	No Date
209	No # listed Civic Center Dr.	139-12-103-041	Vacant
210	No # listed Civic Center Dr.	139-12-301-002	Vacant
211	No # listed Civic Center Dr.	139-12-201-011	Vacant
212	No # listed Civic Center Dr.	139-12-103-046	Vacant
213	No # listed Civic Center Dr.	139-12-103-047	2001
214	No # listed Civic Center Dr.	139-12-103-006	Vacant

215	No # listed Civic Center Dr.	139-12-103-043	Vacant
216	No # listed Civic Center Dr.	139-12-103-044	Vacant
217	No # listed Civic Center Dr.	139-12-201-012	Vacant
218	No # listed Civic Center Dr.	139-12-201-011	Vacant
219	No # listed Civic Center Dr.	139-12-103-048	Vacant
220	2112 Comet Ave.	139-11-712-105	1983
221	2112 Comet Ave.	139-11-712-106	1983
222	2112 Comet Ave.	139-11-712-107	1983
223	2112 Comet Ave.	139-11-712-108	1983
224	2112 Comet Ave.	139-11-712-109	1983
225	2112 Comet Ave.	139-11-712-110	1983
226	2112 Comet Ave.	139-11-712-111	1983
227	2112 Comet Ave.	139-11-712-112	1983
228	2200 Comet Ave.	139-11-712-113	1983
229	2200 Comet Ave.	139-11-712-114	1983
230	2200 Comet Ave.	139-11-712-115	1983
231	2200 Comet Ave.	139-11-712-116	1983
232	2200 Comet Ave.	139-11-712-117	1983
233	2200 Comet Ave.	139-11-712-118	1983
234	4339 Corporate Center Dr.	139-01-703-006	2004
235	4339 Corporate Center Dr.	139-01-703-006	2004
236	No # listed Corporate Center Dr.	139-01-810-001	Vacant
237	No # listed Corporate Center Dr.	139-01-810-002	2000
238	3101 Craig Rd., E.	139-01-702-001	1981
239	No # listed Craig Rd., E.	139-01-304-001	Vacant
240	3812 Craig Rd., E.	140-06-210-002	0
241	No # listed Craig Rd., E.	140-06-210-003	1995
242	No # listed Craig Rd., E.	139-01-203-002	Vacant
243	No # listed Craig Rd., E.	139-01-302-002	Vacant
244	No # listed Craig Rd., E.	139-01-302-003	Vacant
245	2200 Crestline Loop	139-22-510-025	1973
246	2200 Crestline Loop	139-22-510-024	1973
247	2200 Crestline Loop	139-22-510-023	1973
248	2224 Crestline Loop	139-22-510-019	1980
249	No # listed Crestline Loop	139-22-603-001	1973
250	No # listed Crestline Loop	139-22-510-020	1980
251	2239 Crestline Loop	139-22-510-043	1973
252	No # listed Crestline Loop	139-22-510-042	0
253	2254 Crestline Loop	139-22-510-022	1980
254	2255 Crestline Loop	139-22-510-038	1975
255	2265 Crestline Loop	139-22-510-037	1980
256	2272 Crestline Loop	139-22-510-026	1973
257	No # listed Crestline Loop	139-22-510-028	1964
258	No # listed Crestline Loop	139-22-502-002	1963
259	2287 Crestline Loop	139-22-510-032	1980
260	2287 Crestline Loop	139-22-510-033	1980
261	No # listed Crestline Loop	139-22-502-003	1999

262	No # listed Crestline Loop	139-22-510-034	Vacant
263	No # listed Crestline Loop	139-22-510-035	Vacant
264	No # listed Crestline Loop	139-22-510-036	Vacant
265	1122 D St.	139-27-211-025	1983
266	No # listed D St.	139-27-211-024	1983
267	1023 D St.	139-27-211-043	Vacant
268	1300 Dogwood Ave.	139-14-613-037	1954
269	1301 Dogwood Ave.	139-14-613-076	1954
270	1304 Dogwood Ave.	139-14-613-038	1954
271	1305 Dogwood Ave.	139-14-613-075	1954
272	1308 Dogwood Ave.	139-14-613-039	1954
273	1309 Dogwood Ave.	139-14-613-074	1954
274	1312 Dogwood Ave.	139-14-613-040	1954
275	1313 Dogwood Ave.	139-14-613-073	1954
276	2515 Donna St.	139-14-410-122	1971
277	2515 Donna St.	139-14-410-123	1971
278	2515 Donna St.	139-14-410-124	1971
279	2515 Donna St.	139-14-410-125	1971
280	2515 Donna St.	139-14-410-126	1971
281	2515 Donna St.	139-14-410-127	1971
282	2521 Donna St.	139-14-410-139	1971
283	2521 Donna St.	139-14-410-140	1971
284	2521 Donna St.	139-14-410-141	1971
285	2521 Donna St.	139-14-410-142	1971
286	2521 Donna St.	139-14-410-143	1971
287	2521 Donna St.	139-14-410-144	1971
288	2521 Donna St.	139-14-410-145	1971
289	2521 Donna St.	139-14-410-146	1971
290	2521 Donna St.	139-14-410-147	1971
291	2521 Donna St.	139-14-410-148	1971
292	2525 Donna St.	139-14-410-138	1971
293	2525 Donna St.	139-14-410-137	1971
294	2525 Donna St.	139-14-410-136	1971
295	2525 Donna St.	139-14-410-135	1971
296	2525 Donna St.	139-14-410-134	1971
297	2525 Donna St.	139-14-410-133	1971
298	2525 Donna St.	139-14-410-132	1971
299	2525 Donna St.	139-14-410-131	1971
300	2525 Donna St.	139-14-410-130	1971
301	2525 Donna St.	139-14-410-129	1971
302	2533 Donna St.	139-14-410-002	1971
303	2533 Donna St.	139-14-410-003	1971
304	2533 Donna St.	139-14-410-004	1971
305	2533 Donna St.	139-14-410-005	1971
306	2533 Donna St.	139-14-410-006	1971
307	2605 Donna St.	139-14-310-100	1972
308	2625 Donna St.	139-14-310-024	1971



309	No # listed Donovan Way	123-29-301-001	Vacant
310	No # listed Donovan Way	123-29-401-002	Vacant
311	No # listed Donovan Way	123-29-401-004	Vacant
312	No # listed Donovan Way	123-29-401-006	Vacant
313	No # listed Donovan Way	123-29-401-007	Vacant
314	No # listed Donovan Way	123-29-401-012	Vacant
315	No # listed Donovan Way	123-29-401-013	Vacant
316	No # listed Donovan Way	123-30-801-001	Vacant
317	No # listed Donovan Way	123-31-205-002	Vacant
318	No # listed Donovan Way	123-31-302-001	Vacant
319	No # listed Donovan Way	123-31-302-002	Vacant
320	No # listed Donovan Way	123-31-402-001	Vacant
321	4922 Donovan Way	123-31-402-002	1998
322	No # listed Donovan Way	123-31-402-003	2001
323	No # listed Donovan Way	123-31-402-004	Vacant
324	4880 Donovan Way	123-31-402-005	2001
325	No # listed Donovan Way	123-31-502-001	Vacant
326	No # listed Donovan Way	123-31-602-003	Vacant
327	No # listed Donovan Way	123-31-602-004	Vacant
328	No # listed Donovan Way	124-36-802-001	Vacant
329	No # listed Donovan Way	139-01-303-001	Vacant
330	4220 Donovan Way	139-01-304-002	1990
331	4150 Donovan Way	139-01-403-001	2002
332	4136 Donovan Way	139-01-403-002	1997
333	4120 Donovan Way	139-01-404-002	1995
334	4110 Donovan Way	139-01-404-003	2002
335	4750 Donovan Way	139-01-502-001	Vacant
336	4610 Donovan Way	139-01-502-003	1983
337	4472 Donovan Way	139-01-611-001	1999
338	4540 Donovan Way	139-01-611-008	2000
339	4550 Donovan Way	139-01-611-009	2006
340	4560 Donovan Way	139-01-611-011	2004
341	4570 Donovan Way	139-01-611-012	2002
342	No # listed Donovan Way	139-01-611-013	Vacant
343	No # listed Donovan Way	139-01-611-014	2002
344	No # listed Donovan Way	139-01-701-001	Vacant
345	No # listed Donovan Way	140-06-110-017	Vacant
346	821 E St.	139-27-310-018	Vacant
347	950 E St.	139-27-210-106	Vacant
348	1004 E St.	139-27-210-098	Vacant
349	1006 E St.	139-27-210-097	1947
350	1012 E St.	139-27-210-065	Vacant
351	1014 E St.	139-27-210-064	Vacant
352	1015 E St.	139-27-210-066	1953
353	1111 E St.	139-27-210-053	1963
354	No # listed E St.	139-27-310-026	Vacant
355	No # listed El Campo Grande	123-29-701-007	Vacant

356	4700 Engineers Way	139-01-511-002	2002
357	1300 Evans Ave., E.	139-14-613-077	1954
358	1304 Evans Ave., E.	139-14-613-078	1954
359	1308 Evans Ave., E.	139-14-613-079	1954
360	1312 Evans Ave., E.	139-14-613-080	1954
361	711 F St.	139-27-310-057	Vacant
362	801 F St.	139-27-310-038	Vacant
363	815 F St.	139-27-310-020	Vacant
364	900 F St.	139-27-210-133	1951
365	922 F St.	139-27-210-110	Vacant
366	No # listed F St.	139-27-310-056	Vacant
367	No # listed F St.	139-27-310-066	Vacant
368	2733 Fort Sumter Dr.	139-14-310-014	1970
369	2808 Fort Sumter Dr.	139-14-613-036	1954
370	2812 Fort Sumter Dr.	139-14-613-035	1954
371	2816 Fort Sumter Dr.	139-14-613-034	1954
372	2820 Fort Sumter Dr.	139-14-613-033	1954
373	2824 Fort Sumter Dr.	139-14-610-087	1954
374	2828 Fort Sumter Dr.	139-14-610-086	1954
375	2829 Fort Sumter Dr.	139-14-203-001	2005
376	No # listed Frehner Rd.	139-01-201-021	Vacant
377	No # listed Frehner Rd.	139-01-402-006	1992
378	3701 Freightliner Dr.	139-01-502-005	2001
379	No # listed Freightliner Dr.	140-06-110-018	Vacant
380	No # listed Freightliner Dr.	140-06-110-016	Vacant
381	808 G St.	139-27-310-023	Vacant
382	2021 Glider St.	139-23-211-045	1954
383	No # listed Glider St.	139-23-211-042	Vacant
384	1808 Goldfield St.	139-22-711-014	1981
385	1821 Goldfield St.	139-22-702-004	1980
386	1829 Goldfield St.	139-22-702-003	1984
387	1831 Goldfield St.	139-22-702-002	1984
388	1832 Goldfield St.	139-22-711-009	1981
389	1835 Goldfield St.	139-22-702-001	1981
390	1836 Goldfield St.	139-22-711-008	1981
391	1900 Goldfield St.	139-22-711-005	1982
392	1914 Goldfield St.	139-22-711-002	Vacant
393	1813 Goldfield St.	139-22-710-000	1982-83
394	No # listed Goldfield St.	139-22-711-007	Vacant
395	No # listed Goldfield St.	139-22-702-006	Vacant
396	2409 Gowan Rd., E.	139-11-703-001	1999
397	2410 Gowan Rd., E.	139-11-604-002	1999
398	2421 Gowan Rd., E.	139-11-703-002	1970
399	2524 Gowan Rd., E.	139-12-201-010	1999
400	No # listed H St.	139-27-310-069	Vacant
401	No # listed H St.	139-27-310-071	Vacant
402	No # listed Hamilton St.	139-14-501-001	Vacant

403	4516 Hammer Ln., E.	123-32-101-005	1965
404	4520 Hammer Ln., E.	123-32-101-006	1965
405	4540 Hammer Ln., E.	123-32-101-003	1965
406	4560 Hammer Ln., E.	123-32-101-004	1981
407	213 Harrison Ave.	139-27-111-007	Vacant
408	No # listed Harrison Ave.	139-27-111-008	Vacant
409	1900 Harvard St.	139-22-711-144	Vacant
410	1900 Harvard St.	139-22-711-158	Vacant
411	1905 Harvard St.	139-22-711-141	Vacant
412	1923 Harvard St.	139-22-711-145	1982
413	1930 Harvard St.	139-22-711-147	1918
414	1936 Harvard St.	139-22-711-151	1981
415	1937 Harvard St.	139-22-711-148	1982
416	1939 Harvard St.	139-22-711-149	1983
417	1940 Harvard St.	139-22-711-150	1981
418	2030 Harvard St.	139-22-610-034	Vacant
419	2036 Harvard St.	139-22-610-033	1982
420	2037 Harvard St.	139-22-610-012	1983
421	2043 Harvard St.	139-22-610-013	1983
422	2044 Harvard St.	139-22-610-032	1983
423	2106 Harvard St.	139-22-610-027	1980
424	2107 Harvard St.	139-22-610-018	1981
425	2130 Harvard St.	139-22-610-023	1979
426	201 Jackson Ave.	139-27-111-047	Vacant
427	210 Jackson Ave.	139-27-111-045	Vacant
428	211 Jackson Ave.	139-27-111-049	Vacant
429	315 Jackson Ave.	139-27-111-056	1963
430	217 Jefferson Ave.	139-27-211-039	1972
431	302 Jefferson Ave.	139-27-211-031	Vacant
432	306 Jefferson Ave.	139-27-211-030	Vacant
433	400 Jefferson Ave.	139-27-211-027	Vacant
434	408 Jefferson Ave.	139-27-210-059	Vacant
435	409 Jefferson Ave.	139-27-210-061	Vacant
436	413 Jefferson Ave.	139-27-210-062	Vacant
437	415 Jefferson Ave.	139-27-210-063	Vacant
438	350 Judson Ave.	139-22-503-001	2000
439	4760 La Mancha Ave., E.	123-29-801-001	1993
440	4820 La Mancha Ave., E.	123-29-801-002	1993
441	4860 La Mancha Ave., E.	123-29-801-004	1988
442	400 Lake Mead North Blvd., E.	139-22-611-009	Vacant
443	No # listed Lake Mead North Blvd., E.	139-23-211-046	Vacant
444	No # listed Lake Mead North Blvd., E.	139-23-211-044	Vacant
445	No # listed Lake Mead North Blvd., E.	139-23-211-047	Vacant
446	No # listed Lake Mead North Blvd., E.	139-23-211-048	Vacant
447	No # listed Lake Mead North Blvd., E.	139-23-211-043	Vacant
448	No # listed Lake Mead North Blvd., E.	139-22-611-007	Vacant
449	No # listed Lake Mead South Blvd., E.	139-22-611-015	Vacant

450	407 Lake Mead South Blvd., E.	139-22-711-193	Vacant
451	500 Lake Mead South Blvd., E.	139-23-211-049	Vacant
452	504 Lake Mead South Blvd., E.	139-23-211-051	1951
453	508 Lake Mead South Blvd., E.	139-23-211-052	1953
454	No # listed Lake Mead South Blvd., E.	139-22-611-008	Vacant
455	No # listed Lake Mead South Blvd., E.	139-23-211-054	Vacant
456	No # listed Lake Mead South Blvd., E.	139-23-211-050	Vacant
457	No # listed Lamb Rd & Smiley Rd.	123-31-702-001	Vacant
458	5791 Lamont St., N.	123-29-801-003	Vacant
459	5825 Lamont St., N.	123-29-701-006	1992
460	4837 Lincoln Rd.	123-31-801-008	1998
461	4839 Lincoln Rd.	123-31-801-006	1998
462	4841 Lincoln Rd.	123-31-801-005	1995
463	No # listed Lincoln Rd.	123-31-703-001	Vacant
464	3930 Lone Mountain Rd., E.	123-31-801-007	1991
465	3940 Lone Mountain Rd., E.	123-31-801-001	Vacant
466	No # listed Lone Mountain Rd., E.	123-31-801-003	Vacant
467	4020 Lone Mountain Rd., E.	123-31-801-004	1989
468	4040 Lone Mountain Rd., E.	123-31-801-009	1998
469	No # listed Lone Mountain Rd., E.	123-31-403-005	Vacant
470	No # listed Lone Mountain Rd., E.	123-31-403-004	Vacant
471	No # listed Lone Mountain Rd., E.	123-31-801-002	Vacant
472	No # listed Lone Mountain Rd., E.	124-36-811-003	Vacant
473	1818 Losee Rd.	139-22-701-005	1997
474	1836 Losee Rd.	139-22-701-002	Vacant
475	2200 Losee Rd.	139-22-510-017	1971
476	2238 Losee Rd.	139-22-502-001	1974
477	No # listed Losee Rd.	139-22-510-014	Vacant
478	2246 Losee Rd.	139-22-510-013	1980
479	2256 Losee Rd.	139-22-510-011	1976
480	2264 Losee Rd.	139-22-510-008	1964
481	2264 Losee Rd.	139-22-510-009	1965
482	No # listed Losee Rd.	139-22-510-012	1980
483	No # listed Losee Rd.	139-22-510-005	1981
484	No # listed Losee Rd.	139-22-510-010	1976
485	No # listed Losee Rd.	139-22-510-006	1981
486	No # listed Losee Rd.	139-22-510-004	1963
487	2420 Losee Rd.	139-15-802-008	1992
488	2435 Losee Rd.	139-15-801-010	1966
489	2444 Losee Rd.	139-15-802-012	1978
490	2448 Losee Rd.	139-15-802-014	1978
491	2516 Losee Rd.	139-15-802-005	1981
492	2530 Losee Rd.	139-15-802-004	1980
493	2600 Losee Rd.	139-15-802-011	1991
494	2602 Losee Rd.	139-15-802-010	1970
495	2608 Losee Rd.	139-15-702-002	1982
496	No # listed Losee Rd.	139-14-303-002	0

Ted P. Bendure

March 29, 2007

Page 23

497	2628 Losee Rd.	139-15-702-001	1981
498	No # listed Losee Rd.	139-14-303-001	1981
499	2680 Losee Rd.	139-14-302-004	1995
500	2710 Losee Rd.	139-14-302-003	1997
501	2740 Losee Rd.	139-14-302-002	1994
502	2750 Losee Rd.	139-14-302-001	1991
503	2900 Losee Rd.	139-14-202-010	2000
504	2920 Losee Rd.	139-14-202-009	2000
505	2932 Losee Rd.	139-14-202-008	1988
506	3000 Losee Rd.	139-14-102-006	Vacant
507	3038 Losee Rd.	139-14-102-005	1978
508	3108 Losee Rd.	139-14-102-003	1984
509	No # listed Losee Rd.	139-14-102-004	0
510	3109 Losee Rd.	139-14-101-008	1961
511	3120 Losee Rd.	139-14-102-002	1962
512	3140 Losee Rd.	139-14-102-001	1990
513	3260 Losee Rd.	139-11-404-001	2002
514	3328 Losee Rd.	139-11-801-003	1980
515	3336 Losee Rd.	139-11-801-006	2006
516	3348 Losee Rd.	139-11-801-001	1982
517	3420 Losee Rd.	139-11-702-004	1963
518	3420 Losee Rd.	139-11-702-005	1972
519	3426 Losee Rd.	139-11-702-003	1964
520	3520 Losee Rd.	139-11-702-002	1973
521	3652 Losee Rd.	139-11-603-001	1965
522	3800 Losee Rd.	139-11-503-001	1965
523	3824 Losee Rd.	139-11-504-005	1990
524	No # listed Losee Rd.	139-11-504-006	1989
525	3830 Losee Rd.	139-11-504-004	1989
526	3844 Losee Rd.	139-11-504-002	1978
527	3850 Losee Rd.	139-11-504-009	1966
528	3850 Losee Rd.	139-11-504-008	1976
529	3850 Losee Rd.	139-11-504-007	Vacant
530	4040 Losee Rd.	139-01-402-004	1997
531	No # listed Losee Rd.	139-11-602-008	1997
532	No # listed Losee Rd.	139-11-602-009	1994
533	No # listed Losee Rd.	139-11-602-010	1998
534	No # listed Losee Rd.	139-11-801-005	Vacant
535	No # listed Losee Rd.	139-12-104-011	1976
536	No # listed Losee Rd.	139-14-202-005	1980
537	No # listed Losee Rd.	139-14-202-011	Vacant
538	No # listed Losee Rd.	139-15-802-009	1990
539	No # listed Losee Rd.	139-22-510-002	Vacant
540	No # listed Losee Rd.	139-22-604-006	Vacant
541	No # listed Losee Rd.	139-22-701-006	1964
542	No # listed Losee Rd.	139-22-701-007	1967
543	No # listed Losee Rd.	139-22-801-001	Vacant

544	No # listed Losee Rd.	139-22-801-002	Vacant
545	204 Madison Ave.	139-27-211-012	Vacant
546	205 Madison Ave.	139-27-211-015	Vacant
547	314 Madison Ave.	139-27-211-004	1983
548	316 Madison Ave.	139-27-211-003	1983
549	415 Madison Ave.	139-27-210-024	Vacant
550	421 Madison Ave.	139-27-210-025	Vacant
551	2117 Mars Ave.	139-11-712-132	1983
552	2117 Mars Ave.	139-11-712-127	1983
553	2117 Mars Ave.	139-11-712-128	1983
554	2117 Mars Ave.	139-11-712-129	1983
555	2117 Mars Ave.	139-11-712-130	1983
556	2117 Mars Ave.	139-11-712-131	1983
557	2201 Mars Ave.	139-11-712-119	1983
558	2201 Mars Ave.	139-11-712-120	1983
559	2201 Mars Ave.	139-11-712-121	1983
560	2201 Mars Ave.	139-11-712-122	1983
561	2201 Mars Ave.	139-11-712-123	1983
562	2201 Mars Ave.	139-11-712-124	1983
563	2201 Mars Ave.	139-11-712-125	1983
564	2201 Mars Ave.	139-11-712-126	1983
565	510 McWilliams Ave., W	139-27-310-042	Vacant
566	525 McWilliams Ave., W	139-27-310-053	Vacant
567	629 McWilliams Ave., W	139-27-310-051	1982
568	700 McWilliams Ave., W	139-27-310-030	1973
569	700 McWilliams Ave., W	139-27-310-031	1973
570	700 McWilliams Ave., W	139-27-310-033	Vacant
571	701 McWilliams Ave., W	139-27-310-048	Vacant
572	704 McWilliams Ave., W	139-27-310-032	1956
573	No # listed McWilliams Ave., W	139-27-310-036	Vacant
574	No # listed McWilliams Ave., W	139-27-310-044	Vacant
575	No # listed McWilliams Ave., W	139-27-310-046	Vacant
576	No # listed McWilliams Ave., W	139-27-310-047	Vacant
577	No # listed McWilliams Ave., W	139-27-310-054	Vacant
578	3408 Mercury St.	139-11-712-031	1983
579	3408 Mercury St.	139-11-712-032	1983
580	3408 Mercury St.	139-11-712-033	1983
581	3408 Mercury St.	139-11-712-034	1983
582	3408 Mercury St.	139-11-712-035	1983
583	3412 Mercury St.	139-11-712-022	1983
584	3412 Mercury St.	139-11-712-023	1983
585	3412 Mercury St.	139-11-712-024	1983
586	3412 Mercury St.	139-11-712-025	1983
587	3412 Mercury St.	139-11-712-026	1983
588	3412 Mercury St.	139-11-712-027	1983
589	3412 Mercury St.	139-11-712-028	1983
590	3412 Mercury St.	139-11-712-029	1983

591	3412 Mercury St.	139-11-712-030	1983
592	3420 Mercury St.	139-11-712-012	1983
593	3420 Mercury St.	139-11-712-013	1983
594	3420 Mercury St.	139-11-712-014	1983
595	3420 Mercury St.	139-11-712-015	1983
596	3420 Mercury St.	139-11-712-016	1983
597	3420 Mercury St.	139-11-712-017	1983
598	3420 Mercury St.	139-11-712-018	1983
599	3420 Mercury St.	139-11-712-019	1983
600	3420 Mercury St.	139-11-712-020	1983
601	3424 Mercury St.	139-11-712-010	1983
602	3424 Mercury St.	139-11-712-011	1983
603	3500 Mercury St.	139-11-710-011	1972
604	3500 Mercury St.	139-11-712-002	1983
605	3500 Mercury St.	139-11-712-003	1983
606	3500 Mercury St.	139-11-712-004	1983
607	3500 Mercury St.	139-11-712-005	1983
608	3500 Mercury St.	139-11-712-006	1983
609	3500 Mercury St.	139-11-712-007	1983
610	3500 Mercury St.	139-11-712-008	1983
611	3500 Mercury St.	139-11-712-009	1983
612	3501 Mercury St.	139-11-711-037	1971
613	3501 Mercury St.	139-11-711-038	1971
614	3501 Mercury St.	139-11-711-039	1971
615	3501 Mercury St.	139-11-711-040	1971
616	3501 Mercury St.	139-11-711-041	1971
617	3501 Mercury St.	139-11-711-042	1971
618	3501 Mercury St.	139-11-711-043	1971
619	3503 Mercury St.	139-11-711-044	1971
620	3503 Mercury St.	139-11-711-045	1971
621	3503 Mercury St.	139-11-711-046	1971
622	3503 Mercury St.	139-11-711-047	1971
623	3503 Mercury St.	139-11-711-048	1971
624	3503 Mercury St.	139-11-711-049	1971
625	3503 Mercury St.	139-11-711-050	1971
626	3503 Mercury St.	139-11-711-051	1971
627	3505 Mercury St.	139-11-711-029	1971
628	3505 Mercury St.	139-11-711-030	1971
629	3505 Mercury St.	139-11-711-031	1971
630	3505 Mercury St.	139-11-711-032	1971
631	3505 Mercury St.	139-11-711-033	1971
632	3505 Mercury St.	139-11-711-034	1971
633	3505 Mercury St.	139-11-711-035	1971
634	3505 Mercury St.	139-11-711-036	1971
635	3521 Mercury St.	139-11-711-019	1971
636	3521 Mercury St.	139-11-711-020	1971
637	3521 Mercury St.	139-11-711-021	1971

638	3523 Mercury St.	139-11-711-022	1971
639	3523 Mercury St.	139-11-711-023	1971
640	3523 Mercury St.	139-11-711-024	1971
641	3523 Mercury St.	139-11-711-025	1971
642	3523 Mercury St.	139-11-711-026	1971
643	3523 Mercury St.	139-11-711-027	1971
644	3523 Mercury St.	139-11-711-028	1971
645	3533 Mercury St.	139-11-711-016	1971
646	3533 Mercury St.	139-11-711-017	1971
647	3533 Mercury St.	139-11-711-018	1971
648	3535 Mercury St.	139-11-711-009	1971
649	3535 Mercury St.	139-11-711-010	1971
650	3535 Mercury St.	139-11-711-011	1971
651	3535 Mercury St.	139-11-711-012	1971
652	3535 Mercury St.	139-11-711-013	1971
653	3535 Mercury St.	139-11-711-014	1971
654	3535 Mercury St.	139-11-711-015	1971
655	3537 Mercury St.	139-11-711-002	1971
656	3537 Mercury St.	139-11-711-003	1971
657	3537 Mercury St.	139-11-711-004	1971
658	3537 Mercury St.	139-11-711-005	1971
659	3537 Mercury St.	139-11-711-006	1971
660	3537 Mercury St.	139-11-711-007	1971
661	3537 Mercury St.	139-11-711-008	1971
662	No # listed Mercury St.	139-11-710-010	0
663	No # listed Mercury St.	139-11-710-012	0
664	No # listed Mercury St.	139-11-711-001	0
665	No # listed Mercury St.	139-11-712-001	0
666	No # listed Mercury St.	139-11-712-021	0
667	No # listed Mercury St.	139-11-715-001	0
668	720 Mesquite Ave., W.	139-27-401-004	1954
669	No # listed Mesquite Ave., W.	139-27-401-007	Vacant
670	No # listed Mesquite Ave., W.	139-27-401-027	Vacant
671	4501 Mitchell St.	140-06-210-001	1974
672	4611 Mitchell St.	140-06-110-005	1997
673	4711 Mitchell St.	140-06-110-003	1990
674	4711 Mitchell St.	123-31-403-003	0
675	4745 Mitchell St.	140-06-110-002	0
676	4745 Mitchell St.	123-31-403-002	1996
677	No # listed Mitchell St.	140-06-110-004	Vacant
678	211 Monroe Ave., W.	139-27-111-072	Vacant
679	215 Monroe Ave., W.	139-27-111-073	Vacant
680	No # listed Monroe Ave., W.	139-27-111-075	0
681	311 Monroe Ave., W.	139-27-111-078	Vacant
682	314 Monroe Ave., W.	139-27-111-063	Vacant
683	315 Monroe Ave., W.	139-27-111-079	Vacant
684	316 Monroe Ave., W.	139-27-111-062	Vacant



685	317 Monroe Ave., W.	139-27-111-080	Vacant
686	622 Morgan Ave.	139-27-310-006	Vacant
687	710 Morgan Ave.	139-27-310-003	Vacant
688	711 Morgan Ave.	139-27-310-011	1958
689	711 Morgan Ave.	139-27-310-012	2000
690	5850 Nellis Blvd., N.	123-28-301-005	1997
691	No # listed Nellis Blvd., N.	123-28-301-003	2004
692	No # listed Nellis Blvd., N.	123-28-301-004	Vacant
693	700 Nelson Ave., E.	139-14-410-064	1972
694	700 Nelson Ave., E.	139-14-410-065	1972
695	700 Nelson Ave., E.	139-14-410-066	1972
696	700 Nelson Ave., E.	139-14-410-067	1972
697	711 Nelson Ave., E.	139-14-402-001	1998
698	714 Nelson Ave., E.	139-14-410-068	1996
699	714 Nelson Ave., E.	139-14-410-069	1972
700	714 Nelson Ave., E.	139-14-410-070	1972
701	714 Nelson Ave., E.	139-14-410-071	1972
702	714 Nelson Ave., E.	139-14-410-072	1972
703	714 Nelson Ave., E.	139-14-410-073	1972
704	714 Nelson Ave., E.	139-14-410-074	1972
705	714 Nelson Ave., E.	139-14-410-075	1972
706	714 Nelson Ave., E.	139-14-410-076	1972
707	726 Nelson Ave., E.	139-14-410-085	1972
708	726 Nelson Ave., E.	139-14-410-086	1971
709	726 Nelson Ave., E.	139-14-410-087	1972
710	726 Nelson Ave., E.	139-14-410-088	1972
711	726 Nelson Ave., E.	139-14-410-089	1972
712	728 Nelson Ave., E.	139-14-410-090	1972
713	728 Nelson Ave., E.	139-14-410-091	1972
714	728 Nelson Ave., E.	139-14-410-092	1972
715	728 Nelson Ave., E.	139-14-410-093	1971
716	728 Nelson Ave., E.	139-14-410-094	1971
717	728 Nelson Ave., E.	139-14-410-095	1972
718	800 Nelson Ave., E.	139-14-410-096	1972
719	800 Nelson Ave., E.	139-14-410-097	1972
720	800 Nelson Ave., E.	139-14-410-098	1971
721	800 Nelson Ave., E.	139-14-410-099	1971
722	800 Nelson Ave., E.	139-14-410-100	1971
723	800 Nelson Ave., E.	139-14-410-101	1971
724	800 Nelson Ave., E.	139-14-410-102	1971
725	800 Nelson Ave., E.	139-14-410-103	1971
726	800 Nelson Ave., E.	139-14-410-104	1972
727	800 Nelson Ave., E.	139-14-410-105	1972
728	808 Nelson Ave., E.	139-14-410-106	1972
729	808 Nelson Ave., E.	139-14-410-107	1972
730	808 Nelson Ave., E.	139-14-410-108	1971
731	808 Nelson Ave., E.	139-14-410-109	1971

732	808 Nelson Ave., E.	139-14-410-110	1971
733	808 Nelson Ave., E.	139-14-410-111	1971
734	808 Nelson Ave., E.	139-14-410-112	1971
735	808 Nelson Ave., E.	139-14-410-113	1971
736	808 Nelson Ave., E.	139-14-410-114	1971
737	808 Nelson Ave., E.	139-14-410-115	1972
738	816 Nelson Ave., E.	139-14-410-116	1971
739	816 Nelson Ave., E.	139-14-410-117	1971
740	816 Nelson Ave., E.	139-14-410-118	1971
741	816 Nelson Ave., E.	139-14-410-119	1971
742	816 Nelson Ave., E.	139-14-410-120	1971
743	816 Nelson Ave., E.	139-14-410-121	1971
744	4513 Novak St.	123-29-401-005	Vacant
745	120 Owens Ave., W.	139-22-404-005	1979
746	No # listed Owens Ave., W.	139-22-803-001	Vacant
747	No # listed Owens Ave., W.	139-27-111-005	Vacant
748	No # listed Owens Ave., W.	139-27-501-009	Vacant
749	106 Oxford Ave.	139-22-711-069	Vacant
750	No # listed Oxford Ave.	139-22-711-159	Vacant
751	1800 Princeton St.	139-22-711-027	Vacant
752	1804 Princeton St.	139-22-711-056	Vacant
753	1808 Princeton St.	139-22-711-055	1983
754	1811 Princeton St.	139-22-711-019	1981
755	1818 Princeton St.	139-22-711-053	1982
756	1825 Princeton St.	139-22-711-023	1979
757	1838 Princeton St.	139-22-711-048	Vacant
758	1840 Princeton St.	139-22-711-047	1936
759	1900 Princeton St.	139-22-711-036	1983
760	1901 Princeton St.	139-22-711-030	Vacant
761	1906 Princeton St.	139-22-711-043	1981
762	1914 Princeton St.	139-22-711-042	1967
763	1924 Princeton St.	139-22-711-039	Vacant
764	1928 Princeton St.	139-22-711-038	Vacant
765	1933 Princeton St.	139-22-711-035	Vacant
766	1934 Princeton St.	139-22-711-037	Vacant
767	5675 Puebla St.	123-29-401-011	1993
768	6025 Range Rd.	123-29-601-024	Vacant
769	No # listed Range Rd. (No # listed)	123-28-301-006	1983
770	2224 Saturn Ave.	139-11-710-001	1983
771	2228 Saturn Ave.	139-11-710-002	1983
772	2232 Saturn Ave.	139-11-710-003	1983
773	2300 Saturn Ave.	139-11-710-004	1983
774	2304 Saturn Ave.	139-11-710-005	1983
775	2308 Saturn Ave.	139-11-710-006	1983
776	2312 Saturn Ave.	139-11-710-007	1983
777	2316 Saturn Ave.	139-11-710-008	1983
778	2400 Saturn Ave.	139-11-710-009	1983

779	4150 Smiley Rd.	123-31-603-001	1992
780	4370 Smiley Rd.	123-32-201-001	1997
781	1833 Stanford St.	139-22-711-064	1935
782	1845 Stanford St.	139-22-711-067	1982
783	1847 Stanford St.	139-22-711-068	1982
784	1914 Stanford St.	139-22-711-077	1982
785	1916 Stanford St.	139-22-712-006	1982
786	1921 Stanford St.	139-22-711-072	1981
787	1925 Stanford St.	139-22-711-073	Vacant
788	1929 Stanford St.	139-22-711-074	Vacant
789	1935 Stanford St.	139-22-711-075	Vacant
790	1937 Stanford St.	139-22-711-076	Vacant
791	No # listed Stanford St.	139-22-712-001	Vacant
792	1600 Stocker St.	139-22-811-013	Vacant
793	1600 Stocker St.	139-22-811-012	Vacant
794	1600 Stocker St.	139-22-811-010	1962
795	1609 Stocker St.	139-22-811-014	1981
796	1635 Stocker St.	139-22-811-011	1980
797	1651 Stocker St.	139-22-811-003	Vacant
798	1721 Stocker St.	139-22-802-001	1975
799	2112 Sun Ave.	139-11-712-070	1983
800	2112 Sun Ave.	139-11-712-071	1983
801	2112 Sun Ave.	139-11-712-072	1983
802	2112 Sun Ave.	139-11-712-073	1983
803	2112 Sun Ave.	139-11-712-074	1983
804	2112 Sun Ave.	139-11-712-075	1983
805	2112 Sun Ave.	139-11-712-076	1983
806	2112 Sun Ave.	139-11-712-077	1983
807	2112 Sun Ave.	139-11-712-078	1983
808	2112 Sun Ave.	139-11-712-079	1983
809	2120 Sun Ave.	139-11-712-061	1983
810	2120 Sun Ave.	139-11-712-062	1983
811	2120 Sun Ave.	139-11-712-063	1983
812	2120 Sun Ave.	139-11-712-064	1983
813	2120 Sun Ave.	139-11-712-065	1983
814	2120 Sun Ave.	139-11-712-066	1983
815	2120 Sun Ave.	139-11-712-067	1983
816	2120 Sun Ave.	139-11-712-068	1983
817	2120 Sun Ave.	139-11-712-069	1983
818	2205 Sun Ave.	139-11-810-000	1983
819	8 Tonopah Ave., E.	139-22-711-016	1982
820	12 Tonopah Ave., E.	139-22-711-017	1982
821	112 Tonopah Ave., E.	139-22-711-058	1981
822	4713 Tropical Pkwy, E.	123-29-701-001	1987
823	No # listed Tropical Pkwy, E.	123-29-301-003	Vacant
824	No # listed Tropical Pkwy, E.	123-29-601-018	Vacant
825	No # listed Tropical Pkwy, E.	123-29-601-022	Vacant

826	No # listed Tropical Pkwy, E.	123-29-701-008	Vacant
827	204 Van Buren Ave., W	139-27-111-025	1984
828	211 Van Buren Ave., W.	139-27-111-028	Vacant
829	No # listed Van Buren Ave., W.	139-27-111-024	Vacant
830	No # listed Van Buren Ave., W.	139-27-111-022	Vacant
831	201 Washington Ave., W.	139-27-310-096	Vacant
832	522 Washington Ave., W.	139-27-210-134	1993
833	711 Washington Ave., W.	139-27-310-002	Vacant
834	717 Washington Ave., W.	139-27-310-001	1942
835	616 Wilson Ave., W	139-27-310-065	Vacant
836	618 Wilson Ave., W	139-27-310-064	Vacant
837	628 Wilson Ave., W	139-27-310-063	Vacant
838	710 Wilson Ave., W	139-27-310-060	Vacant
839	711 Wilson Ave., W	139-27-310-068	Vacant
840	No # listed Wilson Ave., W	139-27-310-089	1986
841	No # listed Wilson Ave., W	139-27-310-070	Vacant
842	1907 Yale St.	139-22-711-101	Vacant
843	1912 Yale St.	139-22-711-110	1982
844	1916 Yale St.	139-22-711-109	1982
845	1917 Yale St.	139-22-711-196	1983
846	1920 Yale St.	139-22-711-108	1948 (Vacant)
847	1926 Yale St.	139-22-711-107	Vacant
848	1927 Yale St.	139-22-712-009	1981
849	1930 Yale St.	139-22-711-106	Vacant
850	1936 Yale St.	139-22-711-105	1981
851	No # listed Yale St.	139-22-712-013	Vacant
852	1940 Yale St.	139-22-711-104	1982
853	2025 Yale St.	139-22-605-001	1980
854	2116 Yale St.	139-22-610-003	Vacant
855	2124 Yale St.	139-22-610-002	Vacant

Ted P. Bendure  
March 30, 2007  
Page 31

If FHWA is not in agreement with the proposal, please forward all documentation to the Keeper of the National Register for an official determination of eligibility per 36 CFR 800.4(c)(2).

**Determination of Effect**

At this time, the SHPO cannot concur with FHWA's determination of effect for this project since there are now 127 properties potentially eligible to the National Register, instead of the 14 that were initially proposed in the report. Would you please forward additional information on the project to justify FHWA's determination of 'No Historic Properties Affected' or meet with SHPO as soon as possible to discuss the project.

If you have any questions or comments regarding this correspondence, please contact Rebecca R. Ossa, Architectural Historian at 775-684-3441, or me at 775-684-3444.

Sincerely,



Alice M. Baldrice, Deputy  
State Historic Preservation Officer

cc: Cliff Creger - NDOT

## **APPENDIX C**

### **Public Information Meetings, Comments, and Responses**

- **November 4, 2004**
- **July 19, 2005**
- **Comments and Responses**

# Appendix C

## Public Information Meetings, Comments, and Responses

### Table of Contents

	Page
Public Information Meeting – November 4, 2004 .....	1
Public Notices .....	2 through 3
Sign-In Sheets .....	4 through 6
Welcome Packet .....	7 through 11
Comment Form.....	12
Transcript of Proceedings .....	13 through 17
Responses to Official Transcript Comments.....	18
Public Information Meeting – July 19, 2005 .....	19
Public Notices .....	20 through 22
Sign-In Sheets .....	23 through 27
Welcome Packet.....	28 through 31
Comment Form.....	32
Transcript of Proceedings .....	33 through 39
Responses to Official Transcript Comments.....	39
Website and Email Comments and Responses.....	40
David Booher (11/4/2004) .....	40
Constantino Sphouris (11/4/2004).....	40
Susan Berkley (12/7/2004).....	41
Lucie Melchert (12/7/2004).....	41
Randall Czaplicki (1/1/2005) .....	42
Cynthia L. Watson-Catha (1/13/2005).....	42
David West (2/24/2005).....	43
Steve Coffield (3/20/2005).....	43
Troy Kessler (4/2/2005).....	44
Noel J. Suan (4/5/2005) .....	44
Terry Molina (6/1/2005).....	45
Jim Kendall (6/7/2005) .....	45
Amy Keele (6/15/2005).....	46
Kelly Warburton (7/6/2005) .....	46
Doug Verhaalen (7/20/2005).....	47
Jim Hadley (8/25/2005) .....	48
Mark Little (9/10/2005) .....	48
Candice Mandel (9/29/2005).....	49
Jason Scott (9/29/2005) .....	49
Amy Keele (9/30/2005).....	50
Cindy Potter (10/11/2005) .....	50
Duane Hashiro (10/12/2005).....	50
Clifton Goldsberry (10/18/2005).....	51
Barrett Reese (12/6/2005).....	52
James Paramore (1/17/2006).....	52
Mark Germann (1/17/2006).....	52
Marc Tellez (1/23/2006) .....	52
John W. Cavanee, Jr. (2/22/2006) .....	53
Marc Tellez (3/2/2006) .....	53
Mike Smith (5/7/2006) .....	54
Robert Williams (5/31/2006).....	54

# **I-15 NORTH CORRIDOR**

**I-15/US 95 (Spaghetti Bowl) to APEX**



**Public Meeting #1  
November 4, 2004  
4:00pm – 7:00pm**

**NDOT District 1, Building B  
123 East Washington - Las Vegas, NV**





## TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING

**PURPOSE OF HEARING:** The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the I-15 Corridor from the I-15/US 95 (Spaghetti Bowl) Interchange to the Apex Interchange, in Clark County.

The proposed improvements may include:

- Widening of I-15, with or without high occupancy vehicle (HOV) lanes.
- Reconfiguration of existing I-15 interchanges to accommodate future demand.
- New interchanges on I-15.
- Auxiliary lanes between interchanges to facilitate merging and weaving.
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras.
- Arterial and collector street improvements (approximately 50 projects).
- Transportation demand management, and
- Enhanced transit, including expansion of bus rapid transit using express bus only lanes, an intermodal transportation hub in North Las Vegas, and park-and-ride lots.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is conducting an assessment of the proposed project's impacts. The meeting is intended to inform the public about the current study and to solicit comments concerning the project.

**WHEN AND WHERE:** The meeting will be held Thursday, November 4, 2004 from 4:00 p.m. to 7:00 p.m. at NDOT District I, Building B, 123 E. Washington Avenue, Las Vegas, Nevada.

**WHY:** The purpose of the proposed project is to relieve congestion and improve the operational characteristics for the I-15 Corridor in response to continued traffic growth in the Las Vegas Valley.

**WHERE YOU COME IN:** Members of the public are invited to attend the meeting at their convenience anytime during the meeting hours (4:00 p.m. to 7:00 p.m.) and submit their comments in writing on a comment sheet provided at the meeting or in person to a public stenographer who will be available throughout the meeting. This meeting format increases the opportunity for public comment and provides for one-on-one discussion with staff involved with the project. In addition to any comments received at the meeting, written comments also will be accepted until 5:00 p.m., Friday, November 19, 2004.

Please submit your comments to:

Daryl N. James, P.E., Chief  
Environmental Services Division  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, Nevada 89712

Comments will also be accepted on-line at <http://www.nevadadot.com/about/comments/>.

**IF RIGHT-OF-WAY IS NEEDED:** The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of any right-of-way necessary for this project. More detailed information on right-of-way acquisition and relocation assistance can be obtained by calling or visiting the Nevada Department of Transportation, Right-of-Way Office, 1263 South Stewart Street, Room 313, Carson City (775-888-7480) or 123 E. Washington Avenue, Las Vegas (702-385-6500).

General information about the public information meeting can be obtained from NDOT District I Office, 123 E. Washington Avenue, Las Vegas, Nevada 89101 (702) 385-6500 or from Daniel Nollsch, Environmental Services Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712; telephone (775) 888-7013.

Certain project materials are available on alternative formats upon request. A sign language interpreter will be available upon request. Contact Daniel Nollsch, Environmental Services Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712; telephone (775) 888-7013 no later than Tuesday, October 26, 2004 so that arrangements can be made.

Please telephone Citizens Area Transit CAT-RIDE (228-7433) for route and schedule information or to inquire about para transit services.



### PUBLIC NOTICE

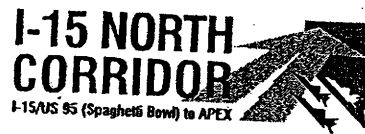
This notice is to advise that in the coming weeks a field crew will be in your neighborhood conducting a historic buildings survey. This survey will involve taking photographs of houses and various other buildings.

This work is being done as part of the I-15 corridor improvement project, and is intended to ensure that the visual character of homes in the project will not be effected by the proposed improvements.

Thank you very much for your cooperation.

For more information about this project, please call Vicki at (702) 853-1337 or visit our project website at:

[www.i15northcorridor.com](http://www.i15northcorridor.com)



### ANUNCIO PÚBLICO

Este aviso es para informar que en las próximas semanas un equipo de campo visitará su vecindario a fin de efectuar una investigación de edificios históricos. Esta investigación involucrará tomar fotos de casas y de varios edificios.

Este trabajo será efectuado como parte del proyecto de mejora del corredor de I-15, y su intención es asegurar que los caracteres visuales de las casas en el proyecto no sean afectados por las mejoras propuestas.

Muchas gracias por su cooperación.

Para más información sobre este proyecto, contacte a Vicki llamando al (702) 853-1337, o visite la página Web del proyecto en:

[www.i15northcorridor.com](http://www.i15northcorridor.com)



I-15 North Corridor  
I-15/US 95 (Spaghetti Bowl) to Apex

November 4, 2004

NDOT District 1, Building B  
Las Vegas, Nevada



**Sign In Sheet - Please Print Clearly**

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
MERLYN A SEXTON	LAS VEGAS RESCUE MISSION	480 W BRYANZA	LV NV	232-8924
PATY BRISBIN	NDOT	1203 S. Stewart St.	CC, NV	pbrisbin@dot.state.nv.us
JEFF HALE	NDOT PM	" "		775-888-7319
GENEVA KENON	PB	4930 Howard Hughes Skyway	LV NV	702 697-8100
BARNETT P. FREELY	KVBC	1500 Forester Dr LV	LV NV	57-3100
ZUMI HADJAGA	KVBC	" "	89101	" "
JULIE MAXEY	NDOT	Carbon City	CC, NV	775-888-7321
GARY LEFKOWITZ	Bowling Reality	6350 W. Sahara Ave #290	LV NV	702 889-9000



I-15 North Corridor  
I-15/US 95 (Spaghetti Bowl) to Apex

November 4, 2004

NDOT District 1, Building B  
Las Vegas, Nevada

**I-15 NORTH  
CORRIDOR**

I-15/US 95 (Spaghetti Bowl) to APEX



**Sign In Sheet - Please Print Clearly**

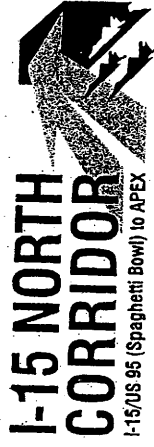
Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
Ron Hill	TRES	4444 GREEN MOUNTAIN	LV, NV, 89135	Ton.hill@wgiht
Mohamed Roubas	NDOT			385-6503
Pat Springer	NDOT	123 E. Washington	LV, NV	385-6550
Daniel Hollis	NDOT			775-888-7687
Chad Anson	Parsons	800 Green Dr. Ste 100	LV	702-435-2114
Sam Tso	PB&FD			
Alex Wolf	PB&FD			
Nikki Gonzalez	Strategic Solutions	7936 W Sahara Ave	LV NV 89117	



I-15 North Corridor  
I-15/US 95 (Spaghetti Bowl) to Apex

November 4, 2004

NDOT District 1, Building B  
Las Vegas, Nevada



I-15/US 95 (Spaghetti Bowl) to APEX

Sign In Sheet - Please Print Clearly

Name	Organization /Resident	Address	City, State, Zipcode	Telephone / Email
Joe Goff	Standard Wholesale Supply / Hughes	855 W. Bonanza	Las Vegas, NV 89104	968-3185 joseph.goff@highsupply.com
Sharon Schenone	Strategic Solutions	7936 W. Sahara Ave	Las Vegas, NV 89117	-



# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX



## **PUBLIC INFORMATION MEETING**

**I-15 North Corridor  
I-15/US 95 (Spaghetti Bowl) to Apex**

EA: 73028

NDOT District 1, Building B  
Las Vegas, Nevada

November 4, 2004



# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX



## PUBLIC INFORMATION MEETING

Thursday, November 4, 2004

### Welcome!

Thank you for attending the I-15 North Corridor Public Information Meeting. The Nevada Department of Transportation (NDOT), in conjunction with the Federal Highway Administration (FHWA) and the Regional Transportation Commission of Southern Nevada (RTC), is conducting an open format meeting.

In the meeting room, you will see displays describing the project background, the objectives of the study, and proposed improvements to relieve congestion and to improve transportation system performance within the study area. NDOT representatives, identified by a name tag they will be wearing, will be located at the displays to discuss the project and answer your questions. Please take this opportunity to discuss the project with them.

We are seeking your comments concerning the proposed project, the affected environment, and alternatives to improve transportation system performance and safety. There are several ways to present your comments and concerns:

- ✓ First, you may make an oral statement to the public stenographer. Any exhibits you may wish to submit as part of the public record of this project also will be accepted and entered into the public record.
- ✓ Second, you may fill out one of the comment forms attached to this information packet. The completed forms can be given to the stenographer or placed in a box marked "Comments" in the display area.
- ✓ Third, the public comment period will remain open for two weeks, until 5:00 p.m., Friday, November 19, 2004. If you prefer to write a letter or send in a comment form or exhibits, they too will become part of the official record. Please mail your comments to: Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712.
- ✓ Fourth, you may submit comments on-line at: [www.nevadadot.com/about/comments](http://www.nevadadot.com/about/comments) up to 5:00 p.m., Friday, November 19, 2004.

Thank you for attending this informational meeting and for providing your comments on the proposed project.

Sincerely,

Daryl N. James, P.E., Chief  
Environmental Services Division



# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX



## PROJECT OVERVIEW

**THE I-15 NORTH CORRIDOR PROJECT:** The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the I-15 corridor from the I-15/US 95 "Spaghetti Bowl" interchange to Apex in northeast Las Vegas. The proposed project is consistent with the recommended transportation strategy identified in the I-15 Northeast Corridor Study – Detailed Evaluation of Alternatives released in June 2002.

The purpose of the proposed project is to relieve congestion and to improve the operational characteristics for the I-15 corridor in response to continued traffic growth in the Las Vegas Valley.

**BACKGROUND:** I-15, between the I-15/US 95 "Spaghetti Bowl" interchange and Apex, is the primary freeway facility serving the northeast Las Vegas area. As such, it provides mobility and accessibility to the residents and businesses of portions of the City of Las Vegas, the City of North Las Vegas, and unincorporated areas of Clark County. Significant traffic generators in the area include the Las Vegas Motor Speedway, Nellis Air Force Base, the Craig Road industrial corridor, and downtown Las Vegas. Regional connections to I-15 were recently enhanced with the opening of the initial facilities of the Las Vegas Beltway. Also, as a part of the national interstate highway system, I-15 is an important corridor for goods movement and tourism, connecting Las Vegas with Los Angeles 269 miles to the southwest and Salt Lake City 421 miles to the northeast.

The population of the Las Vegas Valley continues to grow at a high rate. In response to projected growth in the northeast Las Vegas area, NDOT, in cooperation with the Regional Transportation Commission of Southern Nevada (RTC), the City of Las Vegas, the City of North Las Vegas, and Clark County, performed a study to evaluate alternative transportation strategies to meet the need. The I-15 Northeast Corridor Study, released in June 2002 and adopted by the RTC in July 2003, recommended a transportation strategy that includes:

- Capacity improvements to the I-15 freeway,
- Arterial and collector street improvements (approximately 50 projects),
- Transportation demand management, and
- Enhanced transit service including expansion of Bus Rapid Transit including express bus only lanes, an inter-modal transportation hub in North Las Vegas, and park-and-ride lots.

This alternative was cited as having the least cost and lowest impacts in meeting the long-term transportation needs in the Study area.

**CURRENT ACTIVITIES:** To continue the planning process for improvements to the I-15





# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX

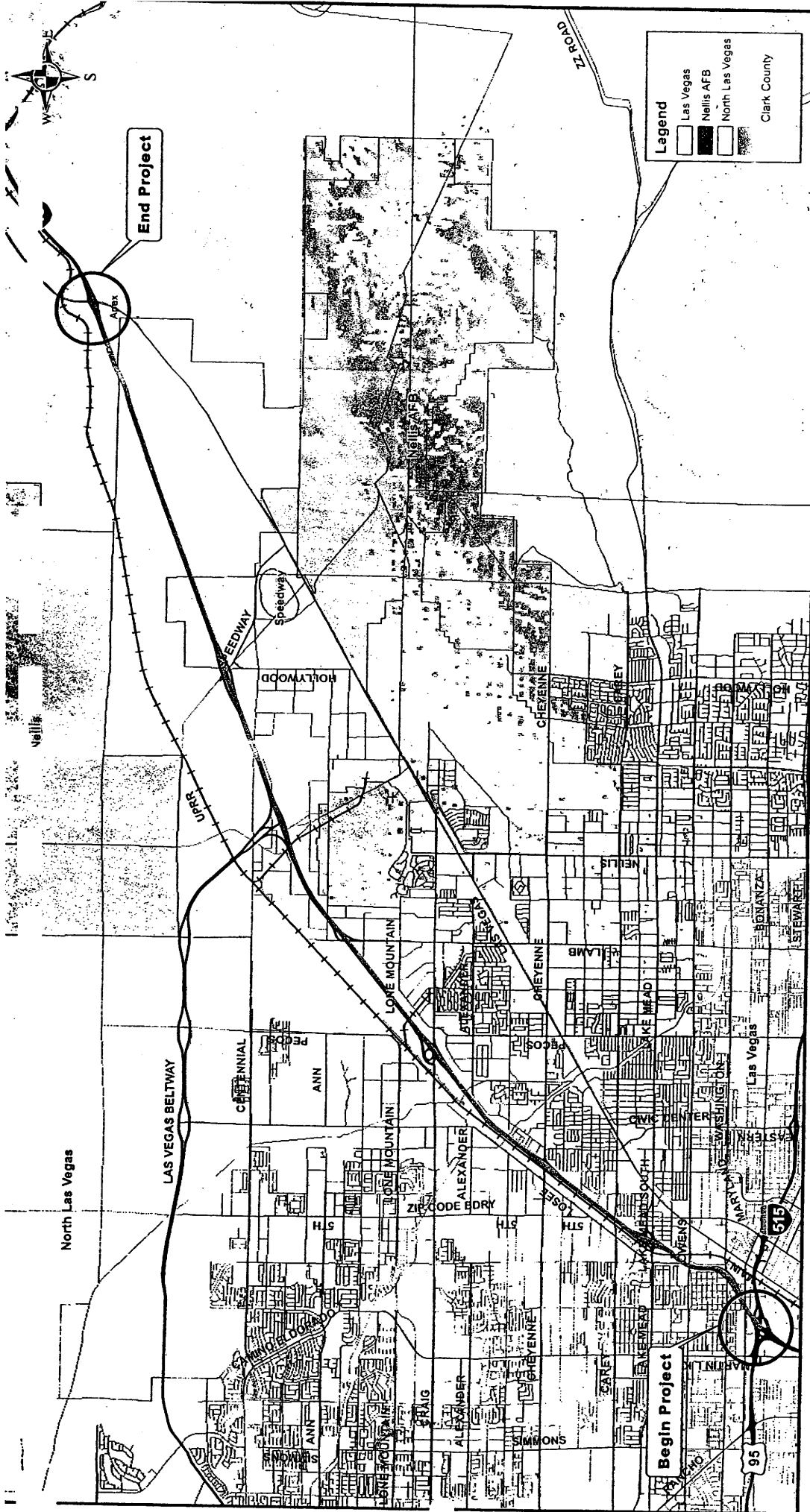


corridor, NDOT, in cooperation with FHWA, is conducting studies of proposed project alternatives and preparing a federal document to meet the requirements of the National Environmental Policy Act (NEPA).

The environmental document will be developed based on the information and findings of the alternative studies, addressing the "no-build" alternative and each viable "build" alternative relative to its potential impact to the community. Factors to be assessed will include physical impacts (such as traffic flow and operations, right-of-way requirements, residential and business relocations required, utility relocations, etc.), environmental effects, social-community effects, and cultural impacts.

Based on the prior work in the I-15 Northeast Corridor Study, the "build" alternatives may include:

- Widening of I-15, with or without high occupancy vehicle (HOV) lanes,
- Reconfiguration of existing I-15 interchanges to accommodate future demand,
- New interchanges on I-15,
- Auxiliary lanes between interchanges to facilitate merging and weaving,
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras.



**PROJECT AREA MAP**  
**I-15 NORTH CORRIDOR**  
**I-15/US 95 (SPAGHETTI BOWL) TO APEX**





**I-15 NORTH  
CORRIDOR**  
I-15/US 95 (Spaghetti Bowl) to APEX



**COMMENT FORM**

**PUBLIC INFORMATION MEETING**

I-15 North Corridor (E.A. 73028)  
NDOT District 1, Building B  
Las Vegas, Nevada  
November 4, 2004

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Do you support this project?       Yes       No

**Comments:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Note:** Please remove this form, enter the information requested and place the completed form in a box marked "Comments" at this meeting or mail it to Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, so that it is received at NDOT by 5:00 p.m. on Friday, November 19, 2004. You may also give your comments orally to the public stenographer at this meeting, and you may submit comments on-line at: [www.nevadadot.com/about/comments](http://www.nevadadot.com/about/comments) up to 5:00 p.m., Friday, November 19, 2004.

**Thank you for your interest and participation!**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

TRANSCRIPT OF PROCEEDINGS

I-15 North Corridor  
I-15/US 95 (Spaghetti Bowl) to Apex

Taken at Nevada Department of Transportation

District 1, Building B

123 East Washington

Las Vegas,, Nevada

Thursday, November 4, 2004

Reported by: Mary E. Howard, CCR No. 762, RPR

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I N D E X

<u>SPEAKER</u>	<u>PAGE</u>
Mary Proctor	3
Robert Gore	4
Ruth Dhondt	4
Gary Lefkowitz	5

oOo

E X H I B I T S

(None.)

1 Now we stay on Hamilton over there by Cheyenne  
2 where they got the freeway, and what we are concerned  
3 about, you know when they widen it, will it affect our  
4 property; not only ours, other people over there.

5 And we don't want them to take the freeway and  
6 move it any closer to our house. They built a sound  
7 barrier, and that sound barrier do -- when they widened  
8 it, okay -- because at first when they widened it at first  
9 we was okay, but when they built the sound barrier  
10 supposed to help everything, but it still doesn't. And we  
11 don't want them to take the freeway and move it any closer  
12 to our property because you can hear the wrecks,  
13 screeching, the trucks, everything else.

14 And they said our land won't be affected but I  
15 just want to make sure that, you know, near Cheyenne,  
16 Basswood, Harewood, it won't be affected, so how will we  
17 know that? I know what they said but how will we know?  
18 They said it won't be affected but I just want to make  
19 sure.

20 You know, I don't want them to set up here and  
21 do like they did last time, come out there, build  
22 something, didn't let us know about anything. Didn't send  
23 us anything in paper, and then we look up and there it is,  
24 you know. We want to be aware of it, because we live over  
25 there and we got to deal with all that congestion, you

1 know, and with the widening of the freeway.

2 And the barrier they said supposed to be a good  
3 sound barrier which it's not. You know, just want to make  
4 sure everything is okay.

5 And if they have any problem -- yeah, I'll give  
6 you my name and address, and if they have any kind of  
7 problem they -- please send us something in the mail.  
8 Because like I said, last time they didn't send us  
9 anything. And when they got to building -- when we looked  
10 up they were building, okay, and we didn't appreciate that  
11 one bit.

12 My name is Mary Proctor. My address is 3116  
13 Hamilton Street, North Las Vegas, Nevada, 89030. My phone  
14 number is 657-1111.

15 Like I said, if they have any problem -- you  
16 know, if they do or they decide they say they're not, just  
17 please let us know what's going on.

18 oOo

19 My name is Robert Gore, G-o-r-e. And I'm in  
20 favor of what you're proposing.

21 oOo

22 I was concerned about the streets, not the  
23 freeways much, and how it would impact the residents at  
24 the Berkley Square area which is north of Owens and west  
25 of D Street, northwest in that area.

1 But I see I-15 is where it's going to affect the  
2 over swing, but I don't know what that would do to the  
3 north streets, the local streets on Washington and D  
4 Street, F Street, H, in there.

5 Ruth Dhondt, D-h-o-n-d-t. 500 Freeman,  
6 F-r-e-e-m-a-n, Avenue, 89106.

7 oOo

8 Your staff here was extremely informative, very  
9 nice. One or two of these boards that are sitting on the  
10 table here are absolutely phenomenal. It really gives me  
11 an idea.

12 My family owns a couple hundred acres by the 215  
13 and I-15, also own some acres by the Lamb change and I-15.  
14 So these are the type of meetings that give us an  
15 opportunity to keep ahead of the game with our investors.  
16 Everything we do is investor's money. And it's great.  
17 It's -- want more of them, even with some of the major  
18 streets when they start to do things. And that's it.

19 Gary Lefkowitz. 889-9000.

20 (Proceedings concluded at 7:00

21 p.m.)  
22  
23  
24  
25



## RESPONSE TO COMMENTS FROM THE NOVEMBER 4, 2004 PUBLIC MEETING

Response to Comments of  
Mary Proctor:

The proposed widening of I-15 in the vicinity of Cheyenne Avenue will not require any additional right-of-way. However, the existing sound barrier on the east side of I-15 will be displaced. The proposed project will include the replacement of the existing sound barrier with a taller barrier, 16 ft. in height, to reduce noise levels from the widened freeway.

Response to comments of  
Robert Gore:

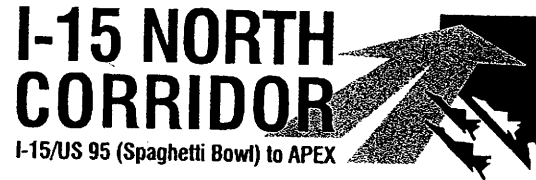
Comments in support of the proposed project are noted.

Response to comments of  
Ruth Dhondt:

The proposed improvements to I-15 will create a new link from D Street to F Street on the south side of I-15 and cul-de-sac F Street on the north side of I-15. There are no other changes to local streets included in the proposed project.

Response to Comments of  
Gary Lefkowitz:

Comments in support of public information meetings are noted.



## **PUBLIC INFORMATION MEETING**

**I-15 North Corridor**

**EA: 73028**

**North Las Vegas Library – Meeting Room  
North Las Vegas, Nevada**

**July 19, 2005**



## TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING

**PURPOSE OF HEARING:** The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the I-15 Corridor from the I-15/US 95 (Spaghetti Bowl) Interchange to the Apex Interchange, in Clark County.

The proposed improvements may include:

- Widening of I-15, with or without high occupancy vehicle (HOV) lanes,
- Reconfiguration of existing I-15 interchanges to accommodate future demand,
- New interchange on I-15,
- Auxiliary lanes between interchanges to facilitate merging and weaving,
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras, and
- Transportation demand management.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is researching the proposed project's impacts. The meeting is intended to inform the public about the current study and to solicit comments concerning the project.

**WHEN AND WHERE:** The meeting will be held Tuesday, July 19, 2005 from 4:00 p.m. to 7:00 p.m. at North Las Vegas Library, 2300 Civic Center Drive, North Las Vegas, Nevada.

**WHY:** The purpose of the proposed project is to relieve congestion and improve the operational characteristics for the I-15 Corridor in response to continued traffic growth in the Las Vegas Valley.

**WHERE YOU COME IN:** Members of the public are invited to attend the meeting at their convenience anytime during the meeting hours (4:00 p.m. to 7:00 p.m.) and submit their comments in writing on a comment sheet provided at the meeting or in person to a public stenographer who will be available throughout the meeting. This meeting format increases the opportunity for public comment and provides for one-on-one discussion with staff involved with the project. In addition to any comments received at the meeting, written comments also will be accepted until 5:00 p.m., Friday, August 5, 2005.

Please submit your comments to:

Daryl N. James, P.E., Chief  
Environmental Services Division  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, Nevada 89712

Comments will also be accepted on-line at <http://www.nevadadot.com/about/comments/>.

**IF RIGHT-OF-WAY IS NEEDED:** The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of any right-of-way necessary for this project. More detailed information on right-of-way acquisition and relocation assistance can be obtained by calling or visiting the Nevada Department of Transportation, Right-of-Way Office, 1263 South Stewart Street, Room 313, Carson City (775-888-7480) or 123 E. Washington Avenue, Las Vegas (702-385-6500).

General information about the public information meeting can be obtained from NDOT District I Office, 123 E. Washington Avenue, Las Vegas, Nevada 89101 (702) 385-6500 or from Daniel Nollsch, Environmental Services Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712; telephone (775) 888-7013.

Certain project materials are available on alternative formats upon request. A sign language interpreter will be available upon request. Contact Daniel Nollsch, Environmental Services Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712; telephone (775) 888-7013 no later than Monday, July 11, 2005 so that arrangements can be made.

Please telephone Citizens Area Transit CAT-RIDE (228-7433) for route and schedule information or to inquire about para transit services.



### PUBLIC NOTICE

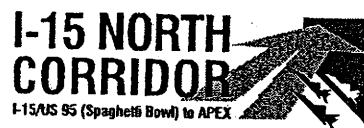
This notice is to advise that in the coming weeks a field crew will be in your neighborhood conducting a historic buildings survey. This survey will involve taking photographs of houses and various other buildings.

This work is being done as part of the I-15 corridor improvement project, and is intended to ensure that the visual character of homes in the project will not be effected by the proposed improvements.

Thank you very much for your cooperation.

For more information about this project, please call Vicki at (702) 853-1337 or visit our project website at:

[www.i15northcorridor.com](http://www.i15northcorridor.com)



### ANUNCIO PÚBLICO

Este aviso es para informar que en las próximas semanas un equipo de campo visitará su vecindario a fin de efectuar una investigación de edificios históricos. Esta investigación involucrará tomar fotos de casas y de varios edificios.

Este trabajo será efectuado como parte del proyecto de mejora del corredor de I-15, y su intención es asegurar que los caracteres visuales de las casas en el proyecto no sean afectados por las mejoras propuestas.

Muchas gracias por su cooperación.

Para más información sobre este proyecto, contacte a Vicki llamando al (702) 853-1337, o visite la página Web del proyecto en:

[www.i15northcorridor.com](http://www.i15northcorridor.com)

RICHARD M. Stana, Director de Homeland Security y del equipo de la oficina de gobierno que se encarga de estas tareas de seguridad nacional, testificó además que el número de agentes designados a ésta tarea y de hacer cumplir las leyes se redujo a la mitad, ya que hay cosas más importantes que la de andar vigilando a patrones que otorgan trabajo a éstas personas. Después del ataque de los terroristas del 9/11, la infraestructura ha sufrido un tremendo cambio ya que hoy en día es más importante el vigilar aeropuertos y bases nucleares y no se ha visto que empleadores hayan sido castigados con penalidades financieras por haber contratado a personas indocumentadas. Dijo también que un programa llamado Operación Tarmac, en el cual el Departamento de Justicia logró la captura de más de 1000 trabajadores indocumentados trabajando en aeropuertos y sin embargo, no se encontraron terroristas como se pensó que pasaría.

La seguridad nacional es lo más importante hoy en día y es lo que nos ha mantenido fuera de la vigilancia de los patrones que no hacen caso a las sanciones a las que se hacen acreedores por ocupar indocumentados. Muchos de los casos sobre los patrones que ocupan



**La opción de pagar bajos salarios es una de las principales razones para que cualquier empresario se arriesgue a contratar trabajadores indocumentados.**

detecta, se investiga porque no se puede dejar a la ligera cuando se trata de la seguridad nacional.

Lo que si se puede asegurar es que las tarjetas de seguro social chuecas han existido desde hace años y es un negocio que deja mucho dinero a todos aquellos que se dedican a su falsificación. También hay que admirar el buen trabajo que hacen estos falsificadores, ya que las tarjetas que fabrican lucen bastante legítimas, y sirven para sacar del apuro a miles y miles de personas que lo único que quieren y hacen es trabajar.



## AVISO DEL TRANSPORTE REUNION PÚBLICA DE INFORMACION

### PROPÓSITO DE LA LA AUDIENCIA:

El departamento de transporte de Nevada (NDOT), en cooperación con la administración federal de carreteras (FHWA), está proponiendo mejorar el corredor I-15 del intercambio de I-15/US 95 (Spagetti Bowl) al intercambio Apex, en el condado de Clark.

Las mejoras propuestas pueden incluir:

- Ensanchamiento del I-15, con o sin los carriles vehiculares de alta ocupación (HOV)
- Reconfiguración de los intercambios existentes I-15 para acomodar la demanda futura
- Nuevo intercambio en I-15
- Carriles auxiliares entre los intercambios para facilitar el acceso y
- Mejoras inteligentes del sistema del transporte (SUS) (tales como letreros dinámicos de mensajes, medidores de rampas, y cámaras de televisión de circuito cerrado, y
- Manejo de la demanda del transporte.

En conformidad con el acta de política ambiental nacional de 1969 (NEPA), NDOT está investigando los impactos del proyecto propuesto. La reunión se llevará a cabo para informar al público sobre el estudio actual y para solicitar comentarios referentes al proyecto.

**CUANDO Y DONDE:** La reunión será celebrada el martes, 19 de julio de 2005 a de 4:00 P.M. a 7:00 P.M. en la biblioteca de North Las Vegas, 2300 Civic Center Drive, North Las Vegas, Nevada.

**PORQUÉ:** El propósito del proyecto propuesto es aliviar la congestión y mejorar las características operacionales para el corredor I-15 en respuesta al continuo crecimiento del tráfico en el valle de Las Vegas.

**EN DONDE USTED VIENE:** Se invita a los miembros del público a que asistan a la reunión a su conveniencia en cualquier momento durante las horas de la reunión (4:00 P.M. a 7:00 P.M.) y someta sus comentarios por escrito en una hoja de comentarios proporcionada en la reunión, o en persona a un estenógrafo público que esté disponible durante la reunión. Este formato de reunión aumenta la oportunidad para el comentario público y promueve la discusión uno-a-uno con el personal implicado en el proyecto. Además de cualquier comentario escrito recibido en la reunión, comentarios también serán aceptados hasta las 5:00 P.M., del viernes, 5 de agosto del 2005.

Envíe por favor sus comentarios a:

Daryl N. James, P.E., Jefe de la división de servicios ambientales del departamento de Transporte de Nevada 1263 S. Stewart Street Carson City, Nevada 89712

comentarios también será aceptado en línea en <http://www.nevadadot.com/about/comments/>.

### SI EL DERECHO DE PASO ES NECESARIO:

La asistencia de relocalización uniforme y el acta de políticas de adquisición de la propiedad de 1970 gobernará la adquisición de cualquier derecho de paso necesario para este proyecto. Una información más detallada sobre la adquisición del derecho de paso y la ayuda de la relocalización puede ser obtenida llamando o visitando la oficina de Derecho de paso del departamento del transporte de Nevada, en el 1263 South Stewart Street, Room 320, Carson City, (775-8887480) o en el 123 E. Washington Ave, Las Vegas (702-385-6500).

La información general sobre la audiencia se puede obtener en la oficina del distrito I de NDOT, 123 E. Washington ave, Las Vegas, Nevada 89101 (702) 385-6500 o de Daniel Nollsch, Supervisor de la división de servicios ambientales del departamento de transporte de Nevada, 1263 Stewart Street, ciudad de Carson, Nevada 89712; teléfono (775) 888-7013.

Ciertos materiales del proyecto están disponibles en formatos alternativos por requerimiento. Un intérprete de lenguaje mímico estará disponible a petición. Comuníquese con Daniel Nollsch, Supervisor de la división de servicios ambientales del departamento de transporte de Nevada, 1263 South Stewart Street, Carson City, Nevada 89712 llame por teléfono (775) 888-7013 antes del lunes 11 de julio de 2005 para cualquier arreglo al respecto.

Favor de llamer por teléfono por favor a Citizen Area Transit CAT-RIDE (228-7433) para las rutas y horarios, o investigar sobre servicios del paratransit.

**CARLOS GARCIA**  
**PAZALCO**  
**ENVIOS DE ENCOMIENDAS A**  
EL SALVADOR • GUATEMALA • HONDURAS

- ★ Servicio 100% a domicilio de puerta en puerta
- ★ Salidas quincenales
- ★ Los mejores precios
- ★ Diferentes medidas de cajas
- ★ Con oficinas en Los Angeles, San Francisco, Utah.

LLAME Y PREGUNTE POR LAS ESPECIALIDADES

LAS VEGAS SAN GEORGE  
**(702) 384-2655 (435) 674-3195**

**ACAPULCO TRAVEL**  
PONEMOS EL MUNDO A SUS PIES....

2665 Desert Inn • Las Vegas NV 89121  
(Dentro de Servicio Bronco)

Tel: (702) **650-5757**  
**732-4432**

Para Servirle Mejor, Ya Abrimos Nuestra Nueva Agencia de Viajes Con el Profesionalismo Que Siempre Nos Ha Caracterizado

**VUELOS A CUALQUIER PARTE DEL MUNDO**

**PAQUETES VACACIONALES**

- BOLETOS DE AVION
- PAQUETES VACACIONALES
- NOTARIA PUBLICA
- LLENADO DE FORMAS DE INMIGRACION
- NUMERO PARA HACER INCOME TAX
- TRADUCCIONES Y MAS



I-15/US 95 (Spaghetti Bowl) to Apex

July 19, 2005

4:00pm - 7:00pm

North Las Vegas Library - Meeting Room  
North Las Vegas, Nevada

**I-15 NORTH  
CORRIDOR**

I-15/US 95 (Spaghetti Bowl) to APEX



**Sign In Sheet - Please Print Clearly**

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
Carol Kelly	NDOT	123 E Washington	Las Vegas NV 89101	702-385-6527
Roy Cochran	NDOT/ROW	123 E. Washington	" "	385-6340
Lolene Terry	HDL Engineering	770 E. Warm Spring Rd. Suite 300	Las Vegas NV 89115	702-938-6000
Julie Massey	NDOT	1263 S. Steward St	Carson	775-888-7321
Jeff Hale	NDOT	1263 S. Steward St	Carson	775 888 -7319
Rick Brase	NAT Horizon	6725 Via Austral Parkway #300	Las Vegas NV 89119	702-55-8842
Kevin Cerny	NDOT/ROW			
Margaret Davis	Burns Realty	1270 S. Decatur #Bl	Las Vegas NV 89105	702-968-8000



Sign In Sheet - Please Print Clearly

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
John Sellers Jr.	Res	6528 Casamar St.	NLV 89086	241-1717
Ruben Quinlan	<del>Res</del> Res	1850 Yale St	NLV 89030	644-1052
Scott Sauer	Res	5629 Midnight Breeze St	NLV 89081	501-9563
Ryan Adams	PBSTJ	2270 Corporate Circle	<del>NLV</del> Henderson NV 89074	263-723
Jim Cavicola	Carter + Burgess	6655 Bermuda Road LV	LV NV 89119	702 604 4021
JOMAR ALWES	CNLV (Res)	8600 STARBOARD DR LV 89117	LV 89117	633-1640
Ray Alvey	Res.	2270 N. Gateway Rd Las Vegas NV	LV 89115	438-8475
Sula Rancot	Res	2505 Rancho Bel Air	LV NV 89107	850-0007



I-15 North Corridor Study  
I-15/US 95 (Spaghetti Bowl) to Apex

July 19, 2005

4:00pm - 7:00pm

North Las Vegas Library - Meeting Room  
North Las Vegas, Nevada



Sign In Sheet - Please Print Clearly

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
Tom DiChiaro	Louis Berger	500 Amigo Ct.	LV 89119	736-6632
Cathy Lafata	Louis Berger Group	500 Amigo Ct	LV 89119	clafata@louisberger.com 736-6632x118
Doug Verhaalen	Hughes Supply	855 W Bonanza	LV 89106	702-868-8155 doug.verhaalen@hughesupply.com
Jane Feldman	Sevinia Club	P.O. Box 19777	LV NV	jane.feldman@seviniaclub.com
RAMON LARA		2532 BULLOCH ST APT L	89030	702 649-6753
Daniel Nollsch	NDOT	CC	89701	
Earl Bowers	NAGP	6434 WOODLAND CT	89154	236-4091
STEVE HENSON	PBS&T	2270 Corporate Circle		263-7275

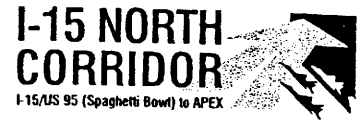
4 / 8





I-15 North Corridor Study  
I-15/US 95 (Spaghetti Bowl) to Apex

July 19, 2005  
4:00pm - 7:00pm  
North Las Vegas Library - Meeting Room  
North Las Vegas, Nevada



Sign In Sheet - Please Print Clearly

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
Titus STANBERG		2532 Bulloch St NE	N Las Vegas	
Dianja White	SNWA	1900 E Flamingo Rd	89119	dianja.white@SNWA.com 862-3440 dianja@snwa.com
<del>Jack Hurst, Sr.</del>	<del>SNWA</del>	<del>Palms 565765</del>	<del>NV</del>	<del>702-649-4605</del>
Frank Flores Leubke		2532 Bulloch	North Las Vegas	702-657-9322
Mira McKissic	LBSG	500 E. Amigo Ct.	LV	736-6632
flueene		3111 Monte Rosa Ave	LV 89120	497-5600
Bob McKenzie	NDOT PIO			3856504
Roger Patton	Louis Bayer	500 Amigo Ct.	LV 89119	736-6632

110



I-15 North Corridor Study  
I-15/US 95 (Spaghetti Bowl) to Apex

July 19, 2005

4:00pm - 7:00pm

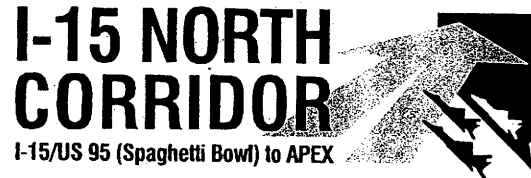
North Las Vegas Library - Meeting Room  
North Las Vegas, Nevada



I-15/US 95 (Spaghetti Bowl) to APEX

Sign In Sheet - Please Print Clearly

Name	Organization / Resident	Address	City, State, Zipcode	Telephone / Email
PAUL WOLFE	PBOARD	3930 HOWARD STREETES PKWY #300 LAS VEGAS	LAS VEGAS 89109	697-8127 wolfe@pbboard.com
NICKI GONZALES	Strategic Solutions	7936 W Sahara Ave	LV, NV 89117	889 7640
Jen McClure	"	"	"	"



## **PUBLIC INFORMATION MEETING**

### **I-15 North Corridor**

**EA: 73028**

**North Las Vegas Library – Meeting Room  
North Las Vegas, Nevada**

**July 19, 2005**

**Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, NV 89712  
Contact: Jeff Hale (775) 888-7319**



# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX



## PUBLIC INFORMATION MEETING Tuesday, July 19, 2005

Welcome!

Thank you for attending the I-15 North Corridor Study Public Information Meeting. This study covers I-15 North from the I-15/US 95 (Spaghetti Bowl) Interchange to the Apex Interchange in Clark County. The Nevada Department of Transportation is conducting an open format meeting, and both NDOT and consultant staff will be available to answer your questions.

In the meeting room, you will see displays describing the project background, the objectives of the study, and proposed improvements to relieve congestion and to improve transportation system performance within the study area. Please take this opportunity to discuss the project with the project representatives located at the displays.

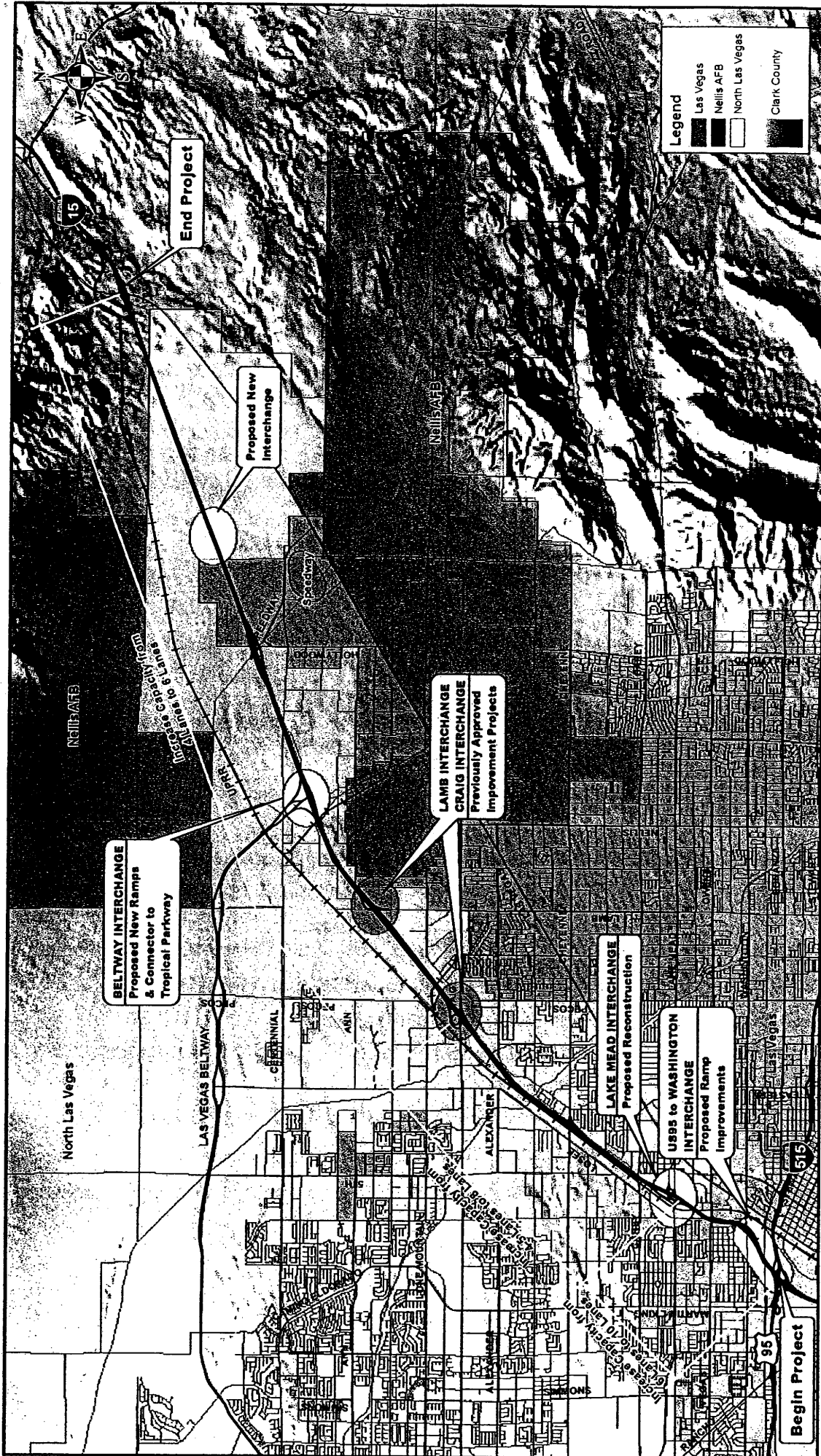
We are seeking your comments concerning the affected environment and alternatives to improve transportation system performance and safety. There are several ways to present your comments and concerns:

- ✓ First, you may make an oral statement to the public stenographer. Any exhibits you may wish to submit as part of the public record of this project also will be accepted and entered into the public record.
- ✓ Second, you may fill out one of the comment forms attached to this information packet. The completed forms can be given to the stenographer or placed in a box marked "Comments" on the display area.
- ✓ Third, the public comment period will remain open for two weeks, until 5:00 PM, Friday, August 5, 2005. If you prefer to write a letter or send in a comment form or exhibits, they too will become part of the official record. Please mail your comments to: Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712. General information is available at (775) 888-7319.
- ✓ Fourth, you may submit comments via: [www.nevadadot.com/about/comments](http://www.nevadadot.com/about/comments) up to 5:00 PM, Friday, August 5, 2005.

Thank you for attending this informational meeting and for providing your comments on the project.

Sincerely,

Daryl N. James, P.E., Chief  
Environmental Services Division  
Nevada Department of Transportation



**PROJECT AREA MAP**  
**I-15 NORTH CORRIDOR**  
 I-15/US 95 (SPAGHETTI BOWL) TO APEX

**I-15 NORTH CORRIDOR**  
 I-15/US 95 (Spaghetti Bowl) to APEX



# I-15 NORTH CORRIDOR

I-15/US 95 (Spaghetti Bowl) to APEX



## PROJECT OVERVIEW

**THE I-15 NORTH CORRIDOR PROJECT:** The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the I-15 corridor from the I-15/US 95 "Spaghetti Bowl" interchange to Apex interchange in northeast Las Vegas. The purpose of the proposed project is to relieve congestion and to improve the operational characteristics for the I-15 corridor in response to continued development and the resultant traffic growth in the Las Vegas Valley.

**CURRENT ACTIVITIES:** NDOT, in cooperation with FHWA, is conducting studies of proposed project alternatives and preparing a document to meet the requirements of the National Environmental Policy Act (NEPA).

The NEPA document will address both "no-build" and "build" alternatives relative to their potential impacts to the community. Factors to be evaluated will include physical impacts (such as traffic flow and operations, right-of-way requirements, residential and business relocations required, utility relocations, etc.), environmental effects, social-community effects, and cultural impacts.

Based on the traffic forecast and alternatives studied, the proposed improvements to the I-15 freeway include:

- Widening of I-15 from 6 lanes to 10 lanes from US 95 (Spaghetti Bowl) to Lake Mead Boulevard, including re-alignment of the on-ramps and off-ramps between US 95 and Washington Avenue,
- Widening of I-15 from 4-5 lanes to 8 lanes from Lake Mead Boulevard to Craig Road,
- Widening of I-15 from 4 lanes to 6 lanes from Craig Road to Apex interchange,
- Reconfiguration of the Lake Mead Boulevard interchange,
- New ramps at the I-15/I-215 Beltway interchange, consistent with upgrading of the initial Beltway facilities to a full freeway,
- A new interchange between Speedway Boulevard and Apex interchange,
- Auxiliary lanes between interchanges to facilitate merging and weaving,
- Intelligent Transportation System (ITS) improvements such as dynamic message signs, ramp metering, and closed-circuit television cameras.



**I-15 NORTH CORRIDOR**  
I-15/US 95 (Spaghetti Bowl) to APEX



**COMMENT FORM**

**PUBLIC INFORMATION MEETING**  
I-15 North Corridor (E.A. 73028)  
North Las Vegas Library – Meeting Room  
North Las Vegas, Nevada  
July 19, 2005

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Do you support this project?       Yes       No

**Comments:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Note:** Please remove this form, enter the information requested and place the completed form in a box marked "Comments" at this meeting or mail it to Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, so that it is received at NDOT by 5:00 p.m. on Friday, August 5, 2005. You may also give your comments orally to the public stenographer at this meeting, submit comments to [www. i15northcorridor.com](http://www.i15northcorridor.com). For general information, call (775) 888-7319.

**Thank you for your interest and participation!**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

PUBLIC INFORMATION MEETING  
I-15 North Corridor (E.A. 73028)  
North Las Vegas Library - Meeting Room  
North Las Vegas, Nevada  
July 19, 2005

Reported by: Emily A. Gibb, RPR, CCR 709

1 MR. DUNCKHURST: George Dunckhurst, 1845  
2 Princeton, North Las Vegas or PO Box 363763, North



Public Information Meeting.txt  
Las Vegas, Nevada 89036. (702) 649-4605.

Those safety issues on 5th Street and Lake Mead where the kids are crossing over and where they'll back up into the freeway coming into the city, because that's the entrance to the City of North Las Vegas. And that's one of the safety factors and concerns because of the Martinez School on the other side and children crossing over there and people trying to get on the freeway through there and vice versa.

Are they going to widen 5th Street or are they going to put a bridge over? They are not talking about putting a bridge over Lake Mead. They are talking about the school having the lights and what they are doing to create a more congested area because there is going to be more room on the freeway. And there are going to be more cars coming into the intersection.

That's what most people are talking, family people talking about that because of the -- unless they put more school busses and fund the school district more money to have busses to pick everybody up to go to Martinez.

I have another concern is I believe Lake Mead is a federal, federal highway, right, road? It goes to Lake Mead, to the park, so it should be the federal government's concern that they have the safety issue that they have to resolve on 5th Street too. They should be able to oversee that safety.

\* \* \* \* \*  
Page 2

Public Information Meeting.txt

8 MR. VILLEGAS: Ramon Villegas. 2532 Bulloch  
9 Street #L. I do support, yes.

10 MR. ESCOBAR: Also.

11 \* \* \* \* \*

12 MS. FELDMAN: Jane Feldman, F-e-l-d-m-a-n.  
13 I am a spokesperson for the local group of the  
14 Sierra Club. The address for the Sierra Club is Post  
15 Office Box 19777, Las Vegas, 89132. No phone number.

16 I am really concerned about the traffic  
17 pollution that's already current on Interstate 15  
18 with the proximity of houses and schools so close to  
19 the highway. And if there is going to be extra lanes  
20 with extra traffic, extra capacity being built on the  
21 highway, that's going to mean an additional pollution  
22 load that these people are going to be exposed to.

23 In particular, there are three schools that  
24 are just north of Lake Mead that back up against the  
25 highway. And I am particularly concerned about the

1 school children and the condos that are very, very  
2 close to the highway. And that's -- I am -- the  
3 schools in particular are on the east side of the  
4 highway.

5 I also plan on following up these comments  
6 right here with some more specifics about the  
7 location and the names of those three schools, and  
8 I'll do that via the web site.

9 Thanks.

10 \* \* \* \* \*

11 MS. DELAVY: Irene Delavy and Reuben

Public Information Meeting.txt  
12 Quinlan. 1934 Stanford Street, North Las Vegas,  
13 89030. Phone number is 399-9428.

14 Right off the freeway, you know, going east  
15 when you get off Lake Mead, right on that off ramp  
16 it's just so -- what -- short --

17 MR. QUINLAN: Uh-huh. Sharp.

18 MS. DELAVY: -- that when the cars go down,  
19 they, they turn, they wreck. There's a lot of  
20 accidents there.

21 MR. MOORE: Reuben Quinlan, Q-u-i-n-l-a-n.  
22 I have the same comment too but that the off ramp  
23 eastbound Lake Mead off of I-15 that I think it  
24 should be widened and that is such a sharp curve.

25 MS. DELAVY: And then when they go down the

5

1 Lake Mead, there is a stoplight on 5th Street. And  
2 when the cars go down that way, they hit each other  
3 because the other ones in front of them slow down.  
4 So the ones in the back can't see the light that far  
5 back. So they are coming really fast off that  
6 freeway. See, so there is a lot of -- see, there's  
7 one every day, seriously. There is a lot of  
8 accidents. That's about it.

9 MR. QUINLAN: That's about it.

10 MS. DELAVY: But it's nice, the freeway the  
11 way they're doing it, except for that one. They're  
12 not going to change that and that's going to be a  
13 problem right there.

14 \* \* \* \* \*

15 MR. ALVEY: Ray Alvey, A-l-v-e-y. 2270  
16 North Gateway Road, Las Vegas, Nevada 89115. Phone  
Page 4

17 number is 438-8475.

18           The I-15 corridor is way behind schedule.  
19 It should have been done a long time ago. I am  
20 disappointed in some of the placements of the ramps  
21 from experience that I have. I have built bridges  
22 all my life and so I know how some of the things are  
23 done.

24           The Lamb bridge I was disappointed on how it  
25 went up and over Lamb instead of going underneath

6

1 Lamb. I was disappointed in that.

2           I am impressed with certain bridges like the  
3 Craig Road bridge. I think that it will alleviate  
4 tremendous traffic coming up.

5           I am disappointed that they have not taken  
6 into consideration any more work on the east leg of  
7 the beltway. I know that was countywide canceled,  
8 but I wish they would still reconsider that.

9           And then the beautification that they are  
10 doing with the new artwork and the new landscaping,  
11 very impressed with that, thoroughly, and really,  
12 really like that. And I am glad it's done. It  
13 should have been done years ago; and I'd like to see  
14 them go back and redo some of the bridges to look  
15 like this with the landscaping.

16           I'd like to see more work downtown with more  
17 of Charleston being rebuilt. And I know that's  
18 eventually going to be done, but I'd like to see it  
19 done before the northbound I-15 is done.

20           I would also like to see a separate bridge

21 built for truckers to bring truckers out of the town.  
22 Maybe a second ramp -- a second layer above I-15 with  
23 no exits. You would get on at Pecos, I mean at Apex,  
24 and get off at Lake Mead Drive and have no exits  
25 where the truckers and people that don't want to stop 7

1 in Las Vegas can go straight through. That would  
2 alleviate a lot of traffic going down the I-15  
3 corridor.

4 I would like to see a ramp also brought from  
5 Railroad Pass to the Apex cutoff around the mountain.  
6 I think that would extremely help a lot of people so  
7 they don't have to go down through I-95 and through  
8 the Las Vegas corridor that way.

9 Other than that, I am very impressed with  
10 the meeting. I like some of the interchanges they  
11 have planned. I think it will be a big help, but  
12 still a long way out.

13 \* \* \* \* \*

14 (This meeting was concluded at  
15 7:00 o'clock p.m.)

16  
17  
18  
19  
20  
21  
22  
23  
24  
25

## RESPONSE TO COMMENTS FROM THE JULY 19, 2005 PUBLIC MEETING

Response to Comments of  
George Dunckhurst:

The Clark County School District provides buses for Martinez Elementary School students who live south of Lake Mead Boulevard. While the residents served are located within walking distance of the school, the buses are provided as a safety measure. The City of North Las Vegas plans to convert North 5<sup>th</sup> Street to a six lane major arterial street at Lake Mead Boulevard. The City's project includes multi-use trails and a pedestrian bridge serving Martinez Elementary School at Judson Street to improve the pedestrian environment while also accommodating increased traffic.

Response to comments of  
Ramon Villegas.:

Comments in support of the proposed project are noted.

Response to comments of  
Jane Feldman:

Impacts to air quality with the proposed project have been evaluated in the draft environmental assessment.

Response to Comments of  
Irene Delay and Reuben Quinlan:

To address the short distance along eastbound Lake Mead Boulevard between the northbound I-15 off-ramp and the North 5<sup>th</sup> Street intersection, the northbound off-ramp will be modified to signalize the right turn movement onto eastbound Lake Mead Boulevard. Together with the reconfiguration of the Lake Mead Boulevard Interchange, this action is expected to improve the safety for exiting traffic.

Response to comments of  
Ray Alvey.

Comments in support of the aesthetic enhancements are noted. An Eastern Beltway was evaluated in conjunction with the Corridor Study for I-15. The high cost of developing an eastern leg of the Beltway combined with possible large numbers of residential displacements and potential impacts to the Desert Wetlands Park have prohibited Clark County from initiating a Beltway project to serve the eastern Valley. A project to provide a US-95 bypass around Frenchman's Mountain is considered to be a future possibility well beyond the present planning horizon of 2030. Such an alignment would pass almost entirely through Federal Land, some of which is designated as wilderness preservation lands. The idea of creating a separate freeway for north-south through traffic without exits in Las Vegas is noted. The Nevada Department of Transportation is studying the concept of using "express" lanes on sections of I-15 and US-95 as a way for through traffic to avoid weaves at local interchanges. While not presently proposed for I-15 North, they may be implemented with future projects if found to be feasible.



Unless otherwise noted, all comments were received from the [i15northcorridor.com](http://i15northcorridor.com) website. All requests where comments equaled "none" were automatically added to the mailing list and no responses were required.

11/4/2004

Received through NDOT website

David Boocher  
5081 PIONEER AVE APT 101  
LAS VEGAS NV 89146-8177  
Telephone: 702-876-1861  
Email: boocher@cox.net

In regard to the proposed widening of I-15 in the northeast part of the Las Vegas Valley:

This project is greatly needed due to the congestion occurring on I-15 in this area on a daily basis. The lack of capacity also contributes to the overloading of adjacent and intersecting arterial streets.

I urge the Department to make every effort to "fast-track" this project to help reduce traffic congestion in the Las Vegas Valley.

***Internet Reply***

Dear Mr. Boocher:

Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

---

Constantino Sphouris  
342 W. AZURE AVE.  
NORTH LAS VEGAS NV 89031  
Telephone: 702-396-9007  
Email: SphourisC@aol.com

Comments for I-15 expansion:

By looking at the plans I see some problems. By the time the road is constructed as currently proposed, traffic on I-15 from Craig road northwards to I-215, will be much much greater than what it seems that it might be now. This part of North Las Vegas is perhaps the fastest growing in the NATION with more BLM acreage being released over the next few months. That stretch of I-15 should have eight lanes. It would be wise NOT to make it only six lanes. Also, special emphasis should be placed on the two truck stops at Cheyenne and Craig and at the rail road tracks next to the interstate.

Just my two cents worth,  
Constantino Sphouris  
(Master in Geography)



**Internet Reply**

Dear Mr. Sphouris:

Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

12/7/2004

Name: Susan Berkley  
Address: 430 N. 8th Street  
City: Las Vegas  
State: NV  
Zip: 89101  
Support Project: -  
Mailing list: Yes  
Comments: None

**Added to mailing list.**

Name: Lucie Melchert  
Address: 1170 Corporate Circle, #100  
City: Henderson  
State: NV  
Zip: 89074  
Support Project: -  
Mailing list: Yes  
Comments: None

**Added to mailing list.**

1/1/2005

Name: Randall Czaplicki  
Address: 703 Terrace Point Drive  
City: North Las Vegas  
State: NV  
Zip: 89032-1152  
Support Project: Yes  
Mailing list: Yes

**Comments:**

Please tell me when some solution will be found and implemented to improve the Craig Road & Pecos/Interstate 15/Union Pacific Railroad crossing area? Craig Road improvements have been completed from US-95 to Nellis AFB with the exception of this area. Train crossings are a hazard





and can delay fire/police/EMS support to an emergency. Traffic routinely backs up on I-15 from the I-15 Northbound Craig Road exit causing a definite hazard. When will the grade crossing be eliminated and the road widened to match the rest of Craig Road?

***Response via letter:***

Mr. Randall Czaplicki  
703 Terrace Point Drive  
North Las Vegas, NV 89032-1152

Dear Mr. Czaplicki,

This letter is in response to your submission on the I-15 North Corridor Website dated January 1, 2005. NDOT is currently planning improvements to Craig Road between Pecos Road and Berg Street. The project will provide a new bridge over the railroad, and will widen the existing bridge over the I-15 freeway. When completed, there will be three thru-lanes in each direction on Craig Road plus additional turning lanes. Design and preparation of the construction plans are scheduled to be completed during the later part of 2005, followed by construction starting in early 2006.

The I-15 North Corridor project, also underway by NDOT, will evaluate the need for additional capacity on the I-15 freeway including the need for any further improvements to the Craig Road interchange.

Thank you for your interest. For this project to be most successful the cooperative participation of community members is vital. Should you have additional comments or questions please log on to [www.i15northcorridor.com](http://www.i15northcorridor.com) or you can contact me directly at .

Sincerely,  
Jeff Hale

1/13/2005

Name: Cynthia L. Watson-Catha  
Address: 1836 Renada Circle  
City: North Las Vegas  
State: nv  
Zip: 89030  
Email: catha4@cox.net  
Support Project: Yes  
Mailing list: Yes  
Comments:

please advise how the widening will occur-is it likely to expand the highway to the east, thus affecting houses that back up to the freeway? When is construction planned to begin?

***Internet Reply***

Studies are still in progress, but it is very likely that lanes will be added to I-15 in this vicinity. However, it is expected that any added lanes would be within the existing NDOT right-of-way and would not require acquisition of any additional property. The construction start date depends on the outcome of the current studies and environmental assessment, which are expected to run through the end of 2005. Currently, the schedule for construction has not been set.



2/24/2005

Name: David West  
Address: 336 Harbor Gulf Court  
City: North Las Vegas  
State: Nevada  
Zip: 89084  
Email: westerline@cox.net  
Support Project: Yes  
Mailing list: Yes

**Comments:**

I drive this area every day it has too much congestion and long lines of Traffic, And with all the growth around the valley we need it I15 to Apex expanded.

**Internet Reply**

Dear Mr. West:

Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

3/20/2005

Name: Steve Coffield  
Address: 2411 Sexton Ave  
City: North Las Vegas  
State: nv  
Zip: 89031  
Email: hawkfan1976@yahoo.com  
Support Project: Yes  
Mailing list: Yes

**Comments:**

If all goes as planned with the study, how soon could work begin? I use this portion of the freeway everyday, and it seems the congestion gets worse by the day! Especially with more and more people discovering that the 215 connects all the way to the I-15 now. Something needs to be done! I am glad to see that the ball is rolling on this project!!!

**Internet Reply**

Dear Mr. Coffield:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. Work on this portion of I-15 North could begin as early as summer 2007 starting with the US-95 to



Lake Mead portion of the project. This start date hinges upon several factors, including completion of the Environmental Process and the Nevada Department of Transportation's ability to not only fund this project but to make it a priority in the funding process.

We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.

Thank you for your continued support.

4/2/2005

Name: Troy Kessler  
Title: College instructor  
Organization: CCSN  
Address: 1067 Toni Ave #20  
City: Las Vegas  
State: NV  
Zip: 89119  
Email: tkessler1977@netzero.com  
Support Project: Yes  
Mailing list: Yes

**Comments:**

The traffic around Cheyenne going south backs up when people are leaving the community college. The highway is only 2 lanes because of the odd intersection with Lake Mead.

**Internet Reply**

Dear Mr. Kessler:

Thank you for visiting the I-15 North Corridor website!

We would like to take this opportunity to respond to your comments and questions. As an element of the current study, the Nevada Department of Transportation (NDOT) will be assessing the performance of the existing I-15 interchanges, including the Cheyenne interchange, using future traffic volumes for the year 2030. Proposed solutions for the area may include traffic signal modifications and added traffic lanes.

We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.

Thank you for your continued support.

4/5/2005

Name: Noel J. Suan  
Title: Principal  
Organization: BRG Engineering  
Address: 3841 North Freeway Blvd., Suite 175  
City: Sacramento  
State: CA



Zip: 95834  
Email: nsuan@cwo.com  
Support Project:  
Mailing list: Yes  
Comments: none

**Added to mailing list.**

6/1/2005

Name: Terry Molina  
Title: Development Coordinator  
Organization: Territory Inc.  
Address: 7448 W. Sahara, Suite 101  
City: Las Vegas  
State: NV  
Zip: 89117  
Email: tmolina@territoryinc.com  
Support Project:  
Mailing list: Yes

**Comments:**

Please put me on your mailing list for updates regardign the Craig Road Grade Separation & Widening.

***Internet Reply***

Dear Terry Molina:

Thank you for visiting the I-15 North Corridor website! We will add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

6/7/2005

Name: Jim Kendall  
Title: Research Coordinator  
Organization: Auto Club of Southern California  
Address: 3333 Fairview Road  
City: Costa Mesa  
State: CA  
Zip: 92626-1689  
Email: kendall.james@aaa-calif.com  
Support Project:  
Mailing list: Yes  
Comments:

**Added to mailing list.**



6/15/2005

Name: AMY KEELE  
Address: 1842 RENADA CIRCLE  
City: NORTH LAS VEGAS  
State: NEVADA  
Zip: 89030  
Email: KUTYPIE08@YAHOO.COM  
Support Project: Yes  
Mailing list: Yes

Comments:  
IS IT POSSABLE FOR YOU TO SEND MAIL ME A MAP OF THE AFFECTED RESIDENTIAL  
AREA?

***Internet Reply***

Dear Ms. Keele:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. At this time, the study shows no impact to your neighborhood regarding the widening of I-15. Any maps that are available are still in draft form and unavailable for public distribution at this time. We would like to invite you to our next open house to review updated maps and study the project details. Project staff will be available to answer any questions. The open house information is as follows:

**Tuesday, July 19, 2005**  
**4:00pm – 7:00pm**  
**North Las Vegas Library Meeting Room**  
**2300 Civic Center Drive, North Las Vegas**

We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.

Thank you for your continued support.

7/6/2005

Name: Kelly Warburton  
Email: kelly.warburton@hcahealthcare.com  
Support Project: Yes  
Mailing list: Yes

Comments:  
The I-15/Lamb Blvd. interchange in Clark County was to have opened May 2005. What is the new target date?  
Thanx!

Kelly Warburton



***Internet Reply***

Dear Ms. Warburton:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. At this time, the new target date for opening the Lamb Interchange is late August 2005 to early September 2005.

We would like to invite you to our next open house to review updated maps and study the project details. Project staff will be available to answer any questions. The open house information is as follows:

**Tuesday, July 19, 2005**  
**4:00pm – 7:00pm**  
**North Las Vegas Library Meeting Room**  
**2300 Civic Center Drive, North Las Vegas**

We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.

Thank you for your continued support.

7/20/2005

Name: Doug Verhaalen  
Title: Branch Operations Manager  
Organization: Hughes Supply Inc.  
Address: 855 W Bonanza Rd.  
City: Las Vegas  
State: NV  
Zip: 89106  
Email: [doug.verhaalen@hughessupply.com](mailto:doug.verhaalen@hughessupply.com)  
Support Project: Yes  
Mailing list: Yes

**Comments:**

Could ALL the displays presented at the 7/19 meeting be made available on-line? Many of my corporate people are not in Las Vegas but are interested in the project as we consider property purchases in North Las Vegas.

***Internet Reply***

Dear Mr. Verhaalen:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. The displays and handouts, from the public information meeting on July 19, 2005, will be available on the website within the next five (5) days. I will notify you when they are posted so you can keep your out of town colleagues informed.



We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.

Thank you for your continued support and thank you for attending last night's meeting.

8/25/05

Name: Jim Hadley  
Title: Commercial Business Development  
Organization: Old Republic Title  
Address: 140 N.Stephanie St  
City: Henderson  
State: Nevada  
Zip: 89074  
Email: jhadley@ortc.com  
Support Project: Yes  
Mailing list: Yes  
Comments: none

**Added to mailing list.**

9/10/2005

Name: Mark Little  
Title:  
Organization:  
Address: 1808 Big Valley Lane  
City: North Las Vegas  
State: Nevada  
Zip: 89081  
Email: mlittle23@yahoo.com  
Support Project:  
Mailing list: Yes  
Comments: None

**Added to mailing list.**

9/29/2005

Name: Candice Mandel  
Title: Research Assistant  
Organization: Voit Commercial Brokerage  
Address: 3753 Howard Hughes Parkway #310  
City: Las Vegas  
State: NV  
Zip: 89109  
Email: cmandel@voitco.com  
Support Project: Yes  
Mailing list: Yes



Comments:

Is there a projected construction timeline available for the I-15/Craig Interchange? When is construction slated to begin and when is the project expected to be completed?

***Internet Reply***

Dear Ms. Mandel:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. The latest information from NDOT for the Craig Road interchange project is: Construction starts in May 2006 and finishes in November 2007. The dates are subject to change (later) if the state encounters problems on obtaining the right-of-way.

We would like to invite you to review updated maps and study the project details at [www.i15northcorridor.com](http://www.i15northcorridor.com).

Thank you for your continued support.

---

Name: Jason Scott  
Title: Owner  
Organization: Hydro Wash Las Vegas  
Address: 6009 Santa Catalina Ave  
City: Las Vegas  
State: Nevada  
Zip: 89108  
Email: [hydrowash@cox.net](mailto:hydrowash@cox.net)  
Support Project: Yes  
Mailing list: Yes

Comments:

I own a steam cleaning pressure washing company called Hydro Wash. We offer pressure washing (both hot and cold water) and steam cleaning for commercial properties. No job too big or small..... We work day or night.... depending on your needs Free estimates and timely service....

How do I find out how to get the contract to clean the walls and the new art along the new spaghetti bowl corridor?

***Internet Reply***

Dear Mr. Scott:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. The walls and art in the recently completed spaghetti bowl are not a portion of the I-15 North Corridor project. Regarding the contract to clean the walls you may want to check with Nevada Department of Transportation. Here is a link to their website which outlines how to do business with them: <http://www.nevadadot.com/business/>. I hope this information is useful.

We have added your contact information to our mailing list and will keep you apprised of the study's progress. In the meantime, please feel free to visit the project's website at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updated information.





Thank you for your continued support.

9/30/2005

Name: AMY KEELE  
Title:  
Organization:  
Address: 1842 RENADA CIRCLE  
City: NORTH LAS Vegas  
State: nevada  
Zip: 89030  
Email: kutypie08@yahoo.com  
Support Project: Yes  
Mailing list: Yes

Comments:  
ARE THE HOMES ON RENADA CIRCLE GOING TO BE AFFECTED?

***Internet Reply***

Dear Ms. Keele:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. At this time, the study shows no impact to your neighborhood regarding the widening of I-15. We would like to invite you to review updated maps and study the project details at [www.i15northcorridor.com](http://www.i15northcorridor.com).

Thank you for your continued support.

10/11/2005

Name: Cindy Potter  
Organization: CH2M HILL  
Address: 5370 Kietzke Lane, Suite 200  
City: Reno  
State: NV  
Zip: 89511  
Email: cpotter@ch2m.com  
Support Project:  
Mailing list: Yes

Comments:  
Please add me to your mailing list.

**Added to mailing list.**

10/12/2005

Name: Duane Hashiro  
Address: 6604 Gressorial Lane



City: North Las Vegas  
State: NV  
Zip: 89084  
Email: dhashiro@pukahead.com  
Support Project: Yes  
Mailing list: Yes

**Comments:**

Besides a possible HOV lane, what about a trucks only lane for all the big rigs travelling on I-15. I think this would help tremendously with traffic and safety since the I-15 is a major road for transport of interstate goods.

**Internet Reply**

Dear Mr. Hashiro:

Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

10/18/2005

Name: Clifton Goldsberry  
Address: P.O. Box 498  
City: Logandale  
State: NV  
Zip: 89021  
Email: goldsbe@mvdsl.com  
Support Project:  
Mailing list: Yes

**Comments:**

How do we get information about right-of-way acquisition and relocation assistance? We live at 3503 Mercury Street, North Las Vegas.

**Internet Reply**

Dear Mr. Goldsberry:

Thank you for visiting the I-15 North Corridor website!

We received your comments and questions and would like to take this opportunity to respond. At this time, the study shows no need for right-of-way acquisition in your neighborhood.

We will add your name to the list for mailings and future public meetings. In the meantime, we would like to invite you to review updated maps and study the project details at [www.i15northcorridor.com](http://www.i15northcorridor.com).



12/6/2005

Name: Barrett Reese  
Address: 20551 Carancho Road  
City: Temecula  
State: CA  
Zip: 92590  
Email: bwr11@verizon.net  
Support Project:  
Mailing list: Yes  
Comments: None

**Added to mailing list.**

1/17/2006

**– Additions through NDOT site for mailing list**

James Paramore  
511 10th Ave. NE  
Minot ND  
58703

**Added to mailing list.**

---

Mark Germann  
2502 N. Palm Dr. Ste. M  
Signal Hill, CA  
90755

**Added to mailing list.**

1/23/2006

Name: Marc Tellez  
Address: 4529 Possum Berry Ln  
City: North Las Vegas  
State: NV  
Zip: 89081  
Email: marctellez@cox.net  
Support Project: Yes  
Mailing list: Yes

**Comments:**

This project is extremely necessary for those of us who live in North Las Vegas. Please build it as soon as possible. I-15 is extremely congested and outdated for it's current and future use.

**Internet Reply**

Dear Mr. Tellez:



Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

2/22/2006

Name: JOHN W.CAVANEE JR  
Address: 504 JUDSON AVE  
City: NO LAS VEGAS  
State: N.V.  
Zip: 89030-5619  
Email: WFFW@HOTMAIL.COM  
Support Project: Yes  
Mailing list: Yes  
Comments: None

**Added to mailing list.**

3/2/2006

Name: Marc Tellez  
Address: 4529 Possum Berry Ln  
City: North Las Vegas  
State: NV  
Zip: 89081  
Email: marctellez@cox.net  
Support Project: Yes  
Mailing list: Yes

**Comments:**

As a daily commuter on I-15 north – it is imperative that we improve this important highway and increase it's capacity as soon as possible. I completely support this project and look forward to it's completion.

**Internet Reply**

Dear Mr. Tellez:

Thank you for visiting the I-15 North Corridor website! We received your comments and will enter them into the public comment record for this study. We will also add your name to our mailing list for future mailings.

In the meantime, we would like to invite you to check back at [www.i15northcorridor.com](http://www.i15northcorridor.com) for updates to the project.

Thank you for your continued support.

5/7/2006



Name: Mike Smith  
Title: Mr.  
Organization:  
Address: 198 Tremont St. #506  
City: Boston  
State: MA  
Zip: 02116  
Email: M\_S\_4420aou@fun-email-online.com  
Support Project:  
Mailing list: Yes  
Comments:

**Added to mailing list.**

5/31/2006
-----------

Name: Robert Williams  
Title:  
Organization:  
Address: 921 Echo Beach Ave  
City: N Las Vegas  
State: NV  
Zip: 89086  
Email: anointed2win@earthlink.net  
Support Project: Yes  
Mailing list: Yes  
Comments:

**Added to mailing list.**

## **APPENDIX D**

### **Procedures for Abatement of Highway Traffic Noise and Construction Noise**



## TRAFFIC and CONSTRUCTION NOISE ABATEMENT POLICY

The Federal Highway Administration's noise standard is outlined in the Code of Federal Regulations 23 CFR 772 "Procedures for Abatement of Highway Traffic and Construction Noise" as adopted on July 8, 1982. Highway projects developed in conformance with this regulation shall be deemed to be in conformance with the Federal Highway Administration's (FHWA) noise standard. The definitions used in this Noise Abatement Policy are the same as those found in the noise standard 23 CFR 772 at [www.fhwa.dot.gov/environment/23cfr772.htm](http://www.fhwa.dot.gov/environment/23cfr772.htm).

NDOT has adhered to the noise standard since February 1973 and the following reflects revisions to the policy which have been observed by the Department since April 1, 1996.

1. Under the guidelines of the noise standard, a traffic noise analysis is performed for Type I highway projects on a new alignment, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through traffic lanes. The analysis is performed for developed lands and undeveloped lands when development is planned, designed, and programmed. Development will be deemed to be planned, designed, and programmed if a noise sensitive land, such as a residence, school, church, hospital, library, etc., has received a building permit from the local agency with jurisdiction at the time of the noise analysis.

A traffic noise analysis may be required by the National Environmental Policy Act of 1969 (NEPA). This can occur when a project is not a Type I project but does, in itself, create a traffic noise impact. Such projects must be dealt with on a case-by-case basis in accordance with NEPA.

2. Local officials will be informed of potential traffic noise impacts to land adjacent to a proposed highway project early in the planning process to protect future noise sensitive land development from becoming incompatible with traffic noise levels. This will be accomplished through environmental documents, noise study reports, correspondence including traffic noise contours, and public meetings.

The "date of public knowledge" is when the public is officially notified of the adoption of the location of a proposed highway project. The date of public knowledge shall be the date a project's environmental analysis and documentation is approved, i.e., the date of approval of Categorical Exclusions (CEs), Finding Of No Significant Impacts (FONSIs), or Record Of Decisions (RODs). After this date, NDOT is responsible for analyzing changes in traffic noise impacts, when appropriate, but NDOT is no longer responsible for providing noise abatement for new development which occurs adjacent to the highway. Provision for such noise abatement becomes the responsibility of local communities and private developers.

3. Traffic noise abatement measures are considered when the predicted traffic noise levels for the Design Year approach or exceed the Noise Abatement Criteria (NAC) as identified in the noise standard, 23 CFR Part 772. NDOT defines the term "approach" as 1 dBA less than the NAC.

Mitigation measures to reduce traffic noise impacts will also be considered when the predicted traffic noise levels substantially exceed the existing noise levels. NDOT has defined the term "substantially exceed" as 15 dBA. The absolute noise level and predicted change will be considered in the reasonableness evaluation, as discussed below.

4. A wide range of criteria is used to determine the overall reasonableness of mitigation being considered, such as: (1) the noise reduction provided, (2) the number of people benefitted, (3) the cost of the abatement, (4) the opinions of the impacted residents, (5) the absolute noise levels, (6) the change in noise levels, (7) other noise sources, and (8) the timing and consideration of development along the highway; and the feasibility (engineering factors). FHWA directs that noise abatement measures must achieve a substantial noise reduction. NDOT considers a barrier that mitigates at least 5 dBA for the first row of residents, and 3 dBA for the second row of residents as a substantial noise reduction.

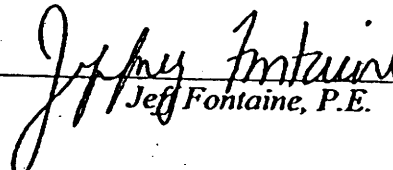
A cost analysis will be prepared to evaluate the cost/benefit ratio of different abatement measures. NDOT uses the 2000 national acceptable amount of \$12,000 per resident and the current Nevada demographics average of residents per residence or a minimum of 2.6 residents per dwelling, to assess barrier economics.

In determining the reasonableness and feasibility of noise abatement; NDOT will meet with the impacted residents and present a brief program on highway traffic noise to explain and demonstrate the characteristics of highway traffic noise, the effects of noise barriers in attenuating traffic noise, and the types of noise barriers that may be considered. Specific details, location, length, height, aesthetic treatment, landscaping, maintenance, drainage, safety, etc. of noise barriers being studied will also be provided as available in addition to a discussion of alternatives to barrier construction. NDOT will then solicit the opinions of the impacted residents and make a preliminary determination on the reasonableness and feasibility of noise abatement. After completion of final design, NDOT will meet again with the impacted residents to present final barrier design details and solicit the residents' final views and opinions on barrier construction. NDOT will then make a final determination on the reasonableness and feasibility of noise abatement.

5. Procedures to minimize construction noise impacts, while considering traffic impacts, will continue to be addressed on a project-by-project basis.
6. There may be extenuating circumstances where unique or unusual conditions warrant special consideration of highway traffic noise impacts and/or implementation of noise abatement measures. These circumstances could involve areas, such as: (1) those that are extremely noise-sensitive, (2) those where severe traffic noise impacts are anticipated, or (3) those containing Section 4(f) resources. Extenuating circumstances will be considered on an individual project basis.
7. The Department has established a matching program to retrofit existing impacted locations with noise mitigation. Prioritization of impacts includes: (1) the number of people affected, (2) severity of impact, (3) duration of impact, (4) whether residences were built before or after the roadway was planned, (5) cost benefit derived from mitigation, (6) and availability of any local matching funds. The funding for this program will be limited to an annual appropriation of state highway funds as approved by the State Transportation Board.

This policy is consistent with all current federal regulations.

DEPUTY DIRECTOR

  
Jeff Fontaine, P.E.

2-14-03  
date



## 23 CFR PART 772--PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE

Sec.

772.1 Purpose.

772.3 Noise standards.

772.5 Definitions.

772.7 Applicability.

772.9 Analysis of traffic noise impacts and abatement measures.

772.11 Noise abatement.

772.13 Federal participation.

772.15 Information for local officials.

772.17 Traffic noise prediction.

772.19 Construction noise.

Table 1 to Part 772--Noise Abatement Criteria

Appendix A to Part 772--National Reference Energy Mean Emission Levels as a Function of Speed

AUTHORITY: 23 U.S.C. 109(h), 109(i); 42 U.S.C. 4331, 4332; sec. 339(b), Pub. L. 104-59, 109 Stat. 568, 605; 49 CFR 1.48(b).

(Source: 47 FR 29654, July 8, 1982; 47 FR 33956, Aug. 5, 1982, and 62 FR 42903, August 11, 1997)

### Sec. 772.1 Purpose.

To provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to Title 23, United States Code (U.S.C.).

### Sec. 772.3 Noise standards.

The highway traffic noise prediction requirements, noise analyses, noise abatement criteria, and requirements for informing local officials in this regulation constitute the noise standards mandated by 23 U.S.C. 109(i). All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Federal Highway Administration (FHWA) noise standards.

### Sec. 772.5 Definitions.

(a) Design year. The future year used to estimate the probable traffic volume for which a highway is designed. A time, 10 to 20 years, from the start of construction is usually used.

- (b) Existing noise levels. The noise, resulting from the natural and mechanical sources and human activity, considered to be usually present in a particular area.
- (c) L10. The sound level that is exceeded 10 percent of the time (the 90th percentile) for the period under consideration.
- (d) L10(h). The hourly value of L10.
- (e) Leq. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.
- (f) Leq(h). The hourly value of Leq.
- (g) Traffic noise impacts. Impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 1), or when the predicted traffic noise levels substantially exceed the existing noise levels.
- (h) Type I projects. A proposed Federal or Federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.
- (i) Type II projects. A proposed Federal or Federal-aid highway project for noise abatement on an existing highway.

### **Sec. 772.7 Applicability.**

- (a) Type I projects. This regulation applies to all Type I projects unless it is specifically indicated that a section applies only to Type II projects.
- (b) Type II projects. The development and implementation of Type II projects are not mandatory requirements of 23 U.S.C. 109(i) and are, therefore, not required by this regulation. When Type II projects are proposed for Federal-aid highway participation at the option of the highway agency, the provisions of Subsec. 772.9(c), 772.13, and 772.19 of this regulation shall apply.

### **Sec. 772.9 Analysis of traffic noise impacts and abatement measures.**

- (a) The highway agency shall determine and analyze expected traffic noise impacts and alternative noise abatement measures to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental effects.
- (b) The traffic noise analysis shall include the following for each alternative under detailed study:
1. Identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed and programmed, which may be affected by noise from the highway;
  2. Prediction of traffic noise levels;

3. Determination of existing noise levels;
4. Determination of traffic noise impacts; and
5. Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts.

(c) Highway agencies proposing to use Federal-aid highway funds for Type II projects shall perform a noise analysis of sufficient scope to provide information needed to make the determination required by Sec. 772.13(a) of this chapter.

### **Sec. 772.11 Noise abatement.**

(a) In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit.

(b) In those situations where there are no exterior activities to be affected by the traffic noise, or where the exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the interior criterion shall be used as the basis of determining noise impacts.

(c) If a noise impact is identified, the abatement measures listed in Sec. 772.13(c) of this chapter must be considered.

(d) When noise abatement measures are being considered, every reasonable effort shall be made to obtain substantial noise reductions.

(e) Before adoption of a final environmental impact statement or finding of no significant impact, the highway agency shall identify:

1. Noise abatement measures which are reasonable and feasible and which are likely to be incorporated in the project, and
2. Noise impacts for which no apparent solution is available.

(f) The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided.

(g) The plans and specifications will not be approved by FHWA unless those noise abatement measures which are reasonable and feasible are incorporated into the plans and specifications to reduce or eliminate the noise impact on existing activities, developed lands, or undeveloped lands for which development is planned, designed, and programmed.

### **Sec. 772.13 Federal participation.**

(a) Federal funds may be used for noise abatement measures where:

1. A traffic noise impact has been identified,
2. The noise abatement measures will reduce the traffic noise impact, and

3. The overall noise abatement benefits are determined to outweigh the overall adverse social, economic, and environmental effects and the costs of the noise abatement measures.

(b) For Type II projects, noise abatement measures will only be approved for projects that were approved before November 28, 1995, or are proposed along lands where land development or substantial construction predated the existence of any highway. The granting of a building permit, filing of a plat plan, or a similar action must have occurred prior to right-of-way acquisition or construction approval for the original highway. Noise abatement measures will not be approved at locations where such measures were previously determined not to be reasonable and feasible for a Type I project.

(c) The noise abatement measures listed below may be incorporated in Type I and Type II projects to reduce traffic noise impacts. The costs of such measures may be included in Federal-aid participating project costs with the Federal share being the same as that for the system on which the project is located, except that Interstate construction funds may only participate in Type I projects.

1. Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive land designations).
2. Alteration of horizontal and vertical alignments.
3. Acquisition of property rights (either in fee or lesser interest) for construction of noise barriers.
4. Construction of noise barriers (including landscaping for aesthetic purposes) whether within or outside the highway right-of-way. Interstate construction funds may not participate in landscaping.
5. Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise. This measure may be included in Type I projects only.
6. Noise insulation of public use or nonprofit institutional structures.

(d) There may be situations where (1) severe traffic noise impacts exist or are expected, and (2) the abatement measures listed above are physically infeasible or economically unreasonable. In these instances, noise abatement measures other than those listed in Sec. 772.13(c) of this chapter may be proposed for Types I and II projects by the highway agency and approved by the Regional Federal Highway Administrator on a case-by-case basis when the conditions of Sec. 772.13(a) of this chapter have been met.

#### **Sec. 772.15 Information for local officials.**

In an effort to prevent future traffic noise impacts on currently undeveloped lands, highway agencies shall inform local officials within whose jurisdiction the highway project is located of the following:

- (a) The best estimation of future noise levels (for various distances from the highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project,

(b) Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels, and

(c) Eligibility for Federal-aid participation for Type II projects as described in Sec. 772.13(b) of this chapter.

### **Sec. 772.17 Traffic noise prediction.**

(a) Any traffic noise prediction method is approved for use in any noise analysis required by this regulation if it generally meets the following two conditions:

1. The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108)\*

\* These documents are available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

2. The prediction method uses noise emission levels obtained from one of the following:

(i) National Reference Energy Mean Emission Levels as a Function of Speed (Appendix A).

(ii) Determination of reference energy mean emission levels in Sound Procedures for Measuring Highway Noise: Final Report, DP-45-1R.\*

(b) In predicting noise levels and assessing noise impacts, traffic characteristics which will yield the worst hourly traffic noise impact on a regular basis for the design year shall be used.

### **Sec. 772.19 Construction noise.**

The following general steps are to be performed for all Types I and II projects:

(a) Identify land uses or activities which may be affected by noise from construction of the project. The identification is to be performed during the project development studies.

(b) Determine the measures which are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and the costs of the abatement measures.

(c) Incorporate the needed abatement measures in the plans and specifications.

**Table 1**

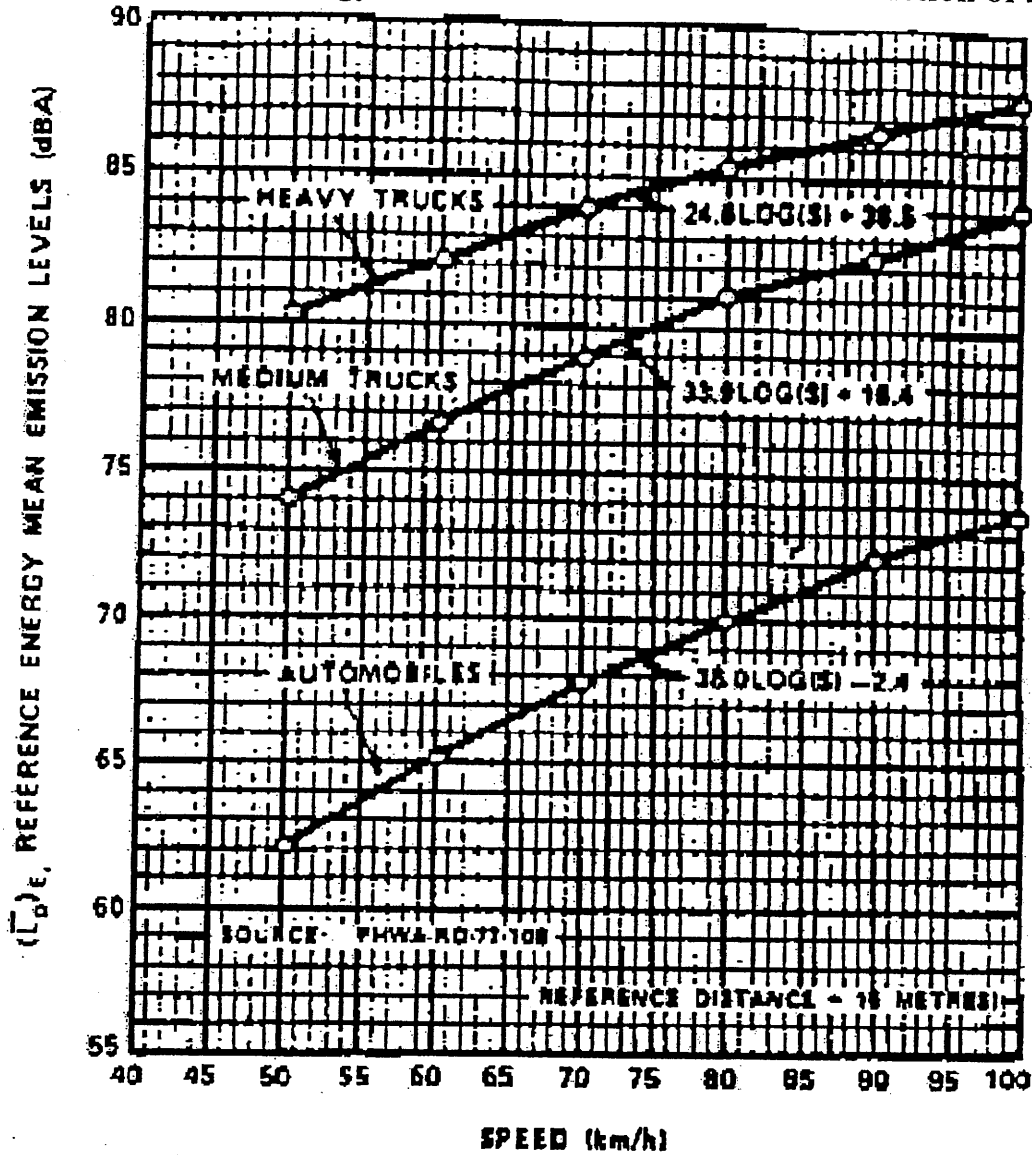
**Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Level - decibels (dBA)\***

Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

\* Either L10(h) or Leq(h) (but not both) may be used on a project.

Appendix A

National Reference Energy Mean Emission Levels as a Function of Speed



Legend:

1. Automobiles: all vehicles with two axles and four wheels.
2. Medium Trucks: all vehicles with two axles and six wheels.
3. Heavy Trucks: all vehicles with three or more axles.



THE Louis Berger Group, INC.  
500 E. Amigo Court, Suite 100  
Las Vegas, NV 89119  
702/736-6632  
[www.louisberger.com](http://www.louisberger.com)