

**ENVIRONMENTAL ASSESSMENT
FHWA-NV-EA 09.01**

*Federal Highway Administration
and the
Nevada Department of Transportation*

*in cooperation with the
City of Henderson
and
United States Department of the Interior
Bureau of Reclamation
for*

**LAKE MEAD PARKWAY IMPROVEMENTS
from
BOULDER HIGHWAY
to the
LAKE MEAD NATIONAL RECREATION AREA ENTRANCE**

**CITY OF HENDERSON
CLARK COUNTY, NEVADA**

DE-0654(004)

Project ID: 73263

July 2009

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for

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from
Boulder Highway to the Lake Mead National Recreation Area Entrance

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July 2009

Approved by: SM Cooke Date: 7/1/09
Steve M. Cooke, P.E.
Environmental Services Division Chief
Nevada Department of Transportation

Approved by: A. A. Abdalla Date: 7/2/09
Abdelmoez Abdalla, Ph.D.
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration

Approved by: I. Alattar Date: 7/2/09
Iyad Alattar, P.E.
Transportation Engineer
U.S. Department of Transportation
Federal Highway Administration

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

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

Steve M. Cooke, P.E.
Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712
(775) 888-7013

This Environmental Assessment has been prepared in accordance with the provisions and requirements of Chapter 1, Title 23 USC, 23 CFR Part 771, relating to the implementation of the National Environmental Policy Act (NEPA) of 1969. The U.S. Department of the Interior Bureau of Reclamation (BOR) is a cooperating federal agency.

Abstract

The Nevada Department of Transportation and the Federal Highway Administration, in cooperation with the City of Henderson and the United States Department of the Interior Bureau of Reclamation, have prepared this Environmental Assessment (EA), which examines the potential environmental impacts for the proposed Lake Mead Improvements Project located in the City of Henderson, Clark County, Nevada. The document describes why the project is being proposed, alternatives for the project, including the No Build Alternative, the environment that could be affected by the project, the potential impacts of the Build Alternative, and the proposed mitigation measures.

The proposed improvements to Lake Mead Parkway include widening the roadway from four to six lanes within the existing right-of-way. At the western limits of the project, frontage roads would be modified or extended within the Lake Mead Parkway right-of-way approximately between Burkholder Boulevard and Mohawk Avenue. Landscaping along Lake Mead Parkway and bus stop improvements would also be included in the project.

In addition, the proposed project includes construction of two non-motorized transportation facilities. One facility would be a shared use path within the Lake Mead Parkway right-of-way between Boulder Highway and Ash Street and the other facility would be Segment 14 of the River Mountains Loop Trail that would connect existing non-motorized trails along the Lake Mead Parkway corridor between approximately Lake Las Vegas Parkway to the entrance of the Lake Mead National Recreation Area (a distance of about 2.6 miles).

**Lake Mead Parkway Improvements from Boulder Highway
to the Lake Mead National Recreation Area EA**

Errata Sheet
August 11, 2009

The following wording is used to accurately describe where the River Mountains Loop Trail (RMLT) crosses Lake Mead Parkway and is to be incorporated into the final document for implementation:

Chapter 1, Section 1.1, Description
Paragraph 4, 3rd sentence to read:

The trail would again cross under Lake Mead Parkway through a culvert 2600' before the LMNRA toll booth entrance.

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B. Intent to Study Letter and Mailing List

C. Comments and Responses

D. Correspondence

E. Nevada Department of Wildlife Gila Monster Protocol and United States Fish and Wildlife Service Biological Opinion

Glossary of Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
BLM	Bureau of Land Management (United States Department of the Interior)
BMP	Best Management Practice
BOR	Bureau of Reclamation (United States Department of the Interior)
CCDAQEM	Clark County Department of Air Quality and Environmental Management
CCRFCD	Clark County Regional Flood Control District
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CO	Carbon monoxide
COH	City of Henderson
dBA	A-weighted sound level in decibels
EA	Environmental Assessment
EB	Eastbound
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRMS	Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
L_{Aeq1h}	Average decibels over one hour, A-weighted
L_{dn}	Day-night average sound level equal to the 24-hour average sound level with an adjustment of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.
LOMR	Letter of Map Revision
LOS	Level of Service
$\mu\text{g}/\text{m}^3$	Micrograms per Meters Cubed
MPU	Master Plan Update (Clark County Regional Flood Control District)
MS4	Multiple Separate Storm Sewer System Permit
MSAT	Mobile Source Air Toxic
MSHCP	Multiple Species Habitat Conservation Plan (Clark County)
NAAQS	National Ambient Air Quality Standards
NAC	Nevada Administrative Code
NB	Northbound
NDEP	Nevada Division of Environmental Protection
NDOT	Nevada Department of Transportation
NDOW	Nevada Department of Wildlife
NDWR	Nevada Division of Water Resources
NEPA	National Environmental Policy Act (PL 91-190)
NNHP	Nevada Natural Heritage Program
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NRS	Nevada Revised Statute

PM ₁₀	Particulate matter with an aerodynamic diameter less than ten micrometers
ppm	Parts Per Million
RCB	Reinforced Concrete Box
ROW	Right of Way
RTC	Regional Transportation Commission
RTP	Regional Transportation Plan
SB	Southbound
SIP	State Implementation Plan
SFR	Single Family Residence
SR	State Route
STIP	Statewide Transportation Improvement Program
SW	Southwest
SWPPP	Storm Water Pollution Prevention Plan
TIP	Transportation Implementation Plan
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
WB	Westbound

**Lake Mead Parkway Improvements Project
DE-0654(004)
Project ID: 73263
List of Mitigation Measures**

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

Mitigation measures and actions to comply with federal, state, and local laws/regulations are listed by mitigation category in the following table. NDOT and contractor responsibilities are identified in the Mitigation Category column and will be included in the contract documents.

The following mitigation measures and commitments are not subject to change or modification without prior written approval from the Federal Highway Administration.

EA Reference	Mitigation Category	Description
p. 7	Water Quality Contractor	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 to provide 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 will address temporary and permanent water pollution control measures implemented in conformance with the requirements of NDOT's <i>Construction Site Best Management Practices Manual</i> . The SWPPP must be updated and maintained by the contractor throughout the duration of the project until final stabilization is achieved.
p. 16	Air Quality PM ₁₀ & CO (Contractor)	Contractors will be required to comply with all Clark County Department of Air Quality and Environmental Management (DAQEM) dust control regulations and obtain any necessary air quality permits.
p. 21	Social Considerations Construction Impacts (NDOT/ Contractor)	Traffic control plans will be developed and specified in the contract documents to maintain traffic safety and access to businesses and residences during construction.

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List of Mitigation Measures
(continued)

p. 26	Noxious Weeds (Contractor)	<p>A noxious weed management plan will be specified in the contract documents and implemented by the contractor to prevent noxious weeds from becoming established in the proposed project area during and after construction. Per Nevada Revised Statutes (NRS) 555, the noxious weed management plan will include, but is not limited to, the following elements.</p> <ul style="list-style-type: none"> • Methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds. • Equipment leaving noxious weed infested areas shall be cleaned prior to moving to another location. • Equipment coming into or leaving the project area shall be cleaned and the cleaning area kept clear of plant material and contaminated dirt to prevent weed spread. • The plan shall also address the treatment of weeds in topsoil salvage material. • The plan must be submitted to the Resident Engineer (RE) and forwarded to the NDOT Environmental Services Division for review at least 14 days prior to the commencement of clearing and grubbing operations.
p. 26	Wildlife	<p>If wildlife such as the burrowing owl or kit fox are discovered in harm's way during construction, construction activities in that area will cease and the Resident Engineer will notify a NDOT biologist. The NDOT biologist will consult with NDOW and/or USFWS to determine appropriate avoidance, removal, or other actions to prevent harm to the animal(s).</p>
p. 26 & Appendix E	Threatened & Endangered Species Gila Monster (NDOT/ Contractor)	<p>The Nevada Department of Wildlife <i>Gila Monster Protocol for Minimizing Impacts in the Construction Site</i> (included in Appendix E) will be stipulated in the contract documents and will be followed to prevent harm to any Gila monsters that may be encountered in the construction zone.</p>
p. 26 & Appendix E	Threatened & Endangered Species Desert Tortoise (NDOT/COH Contractor)	<p>The Terms and Conditions of the Biological Opinion (included in Appendix E) pertaining to the construction of the RMLT Segment 14 multi-use trail will be stipulated in the contract documents and implemented with FHWA/NDOT oversight. A preconstruction survey will be conducted by a qualified biologist prior to the start of construction to determine the presence of desert tortoise.</p>

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List of Mitigation Measures
(continued)

p. 27	Migratory Birds (NDOT/ Contractor)	Any landscaping vegetation removal will be conducted to conform with Migratory Bird Treaty Act, United States Code (USC) title16, Chapter 7 to avoid impacts to listed migratory birds that may be actively utilizing vegetation for nesting. Areas where vegetation will be removed will be surveyed for the presence of nests prior to removal. If the survey is conducted during the non-nesting season, any unused nests that are found will be removed prior to construction if possible. If the survey is conducted during nesting season, and active nests are found, the vegetation will not be removed and an avoidance buffer will be established around the nest until the young have fledged (are able to fly).
p. 27	Wetland/ Riparian/ Jurisdictional Waters (NDOT)	A U.S. Army Corps Permit (USACE) is not required, however, the USACE requested that NDOT submit a preconstruction notification letter to the USACE Southern Nevada office describing the proposed project action and location, and identify which culverts (drainage facilities) will be extended. The USACE also requested that NDOT submit a letter after the project is completed to document the drainage facility modifications in the project after-condition.
p. 27	Cultural Resources (NDOT/ Contractor)	The contract documents will stipulate that should any archaeological discoveries be made during construction of the project, construction will immediately cease in that area and the area will be avoided until it is evaluated by a qualified NDOT archaeologist.

1. PROPOSED ACTION

1.1 DESCRIPTION

The Nevada Department of Transportation, in cooperation with the Federal Highway Administration and the City of Henderson, is proposing to improve Lake Mead Parkway, State Route 564, from Boulder Highway, State Route 582, easterly to the entrance of the Lake Mead National Recreation Area, a distance of approximately six miles. (See Figure 1-1, Project Location, and Appendix A, Figures A-1 to A-13.)

The proposed improvements to Lake Mead Parkway would include:

- widening the roadway within the existing right-of-way from four to six lanes in each direction (Figure 1-2, Typical Roadway Section) from Boulder Highway to 0.6 miles east of Golda Avenue;
- modifying or extending frontage roads at the western limits of the project;
- constructing a shared use path to accommodate bicyclists and pedestrians;
- constructing Segment 14 of the River Mountains Loop Trail (RMLT)¹;
- landscaping, and
- bus stop improvements.

Project construction would start in late 2009 and take approximately 18 months to complete.

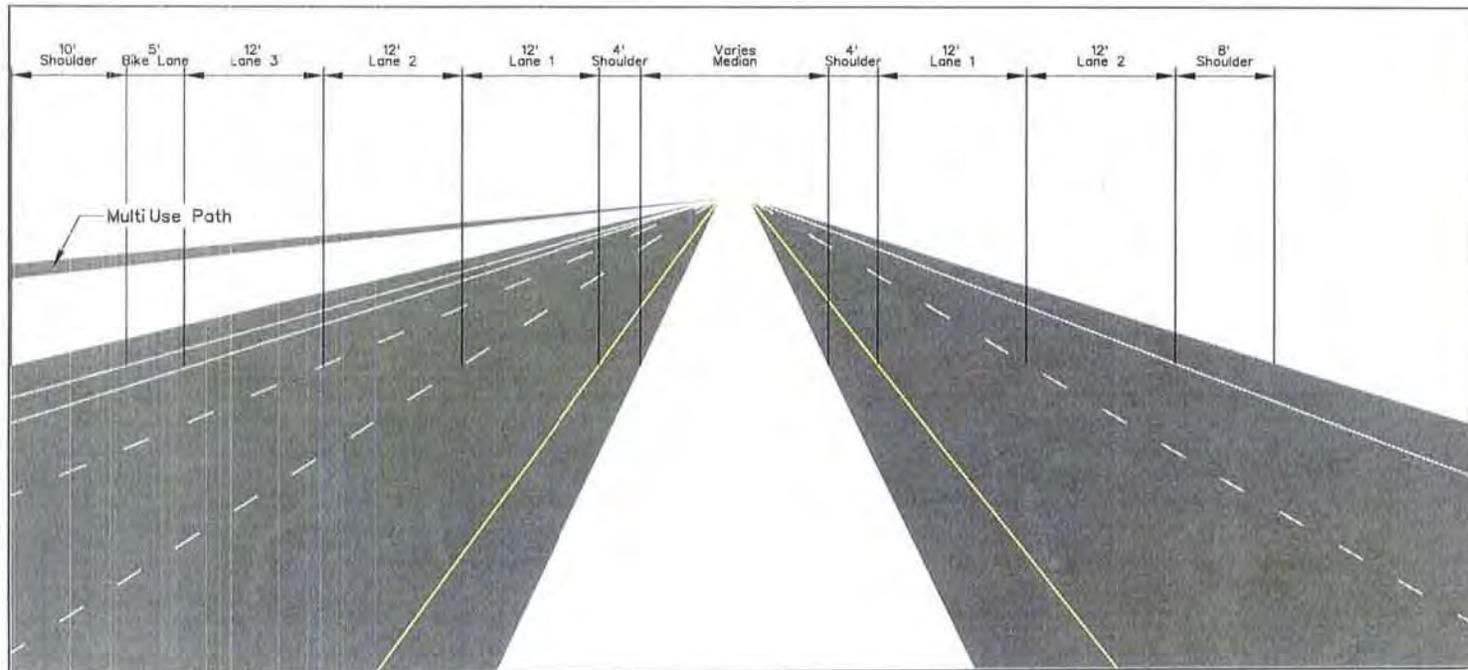
The frontage roads would be modified or extended within the Lake Mead Parkway right-of-way approximately between Burkholder Boulevard and Mohawk Avenue (see Appendix C, Figures C.3-1, C.3-2, and C.3-3). As a result, some accesses to local streets would be modified in the vicinity of the frontage roads. The shared use path would be constructed in the Lake Mead Parkway right-of-way between Boulder Highway and Ash Street, a distance of approximately a mile.

The RMLT Segment 14 multi-use trail corridor is proposed to range 30' to 36' wide; 12' of the trail width would be graded and paved. As shown on Figures A-8 through A-13 in Appendix A, the alignment of the approximately 2.6-mile trail would be adjacent to and south of the Lake Mead Parkway corridor from about 0.6 mi west of the Lake Mead Parkway/Lake Las Vegas Parkway intersection to about 0.4 mi east of the intersection. At roughly this location, the trail would cross to the north of the Lake Mead Parkway corridor under the roadway via a culvert crossing and continue in a northeasterly direction within the 80'-foot wide Basic Magnesium, Inc. (BMI) pipeline easement. The trail would again cross under Lake Mead Parkway through a culvert at the National Park Service trailhead located about 600' before the LMNRA toll booth entrance. The western terminus of RMLT Segment 14 would connect to the eastern terminus of the

¹ The River Mountains Loop Trail, approximately 35 miles in length, is intended to accommodate hikers, road cyclists, equestrians, and mountain bikers. Motorized recreational vehicles are prohibited from using the trail. The RMLT connects the Lake Mead National Recreation Area, Hoover Dam, Boulder City, and Henderson, and links residential areas to local and regional parks and trails in other areas of the Las Vegas Valley. Additional information about the River Mountains Loop Trail can be found at <http://www.rivermountainstrail.com/>.

Lake Mead Parkway State Route 564

Proposed Improvement Project
4 Lanes Widened to 6 Lanes
Length 4.5 Miles



New Roadway

Figure 1-2
Typical Roadway Section

Existing Roadway

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RMLT Segment 13. The two culvert crossings would be sized large enough to accommodate equestrians.

The U.S. Department of the Interior Bureau of Reclamation (BOR) is participating in the Lake Mead Parkway Improvements Project as a cooperating agency due to the involvement of BOR-managed lands in the eastern portion of the project area where Segment 14 of the River Mountains Loop Trail is proposed to be constructed.

It is not anticipated that U.S. Bureau of Land Management (BLM) lands would be required for the proposed project, but if it becomes necessary to acquire any BLM-managed land, the BLM would be considered a cooperating agency under the terms of the *Memorandum of Understanding and Operating Manual*, November 26, 2007 agreed upon by the U.S. Department of the Interior Bureau of Land Management, the U.S. Department of Transportation Federal Highway Administration, and the State of Nevada Department of Transportation.

1.2 PURPOSE AND NEED

Planned developments along the Lake Mead Parkway corridor and in the Lake Las Vegas area have increased commuter traffic. Traffic flows during peak hours operate at Level of Service (LOS) B, characterized by reasonably free flow. However, future traffic growth as shown in Table 1-1 will bring an increased number of vehicles into the area degrading traffic operations to LOS E, representing exceeded capacity and a breakdown of traffic flow (slowdowns and stoppages).

**TABLE 1-1
Average Daily Traffic**

Roadway Segment	Average Daily Traffic	
	Year 2007	Year 2027
Lake Mead Parkway east of Boulder Highway	20,000	69,200
Lake Mead Parkway west of Lake Las Vegas Parkway	15,000	64,200
Lake Las Vegas Parkway north of Lake Mead Parkway	9,500	48,800
Lake Mead Parkway east of Lake Las Vegas Parkway	3,000	23,800

The purpose of this project is to provide sufficient roadway capacity to accommodate current and future traffic volumes and provide alternative non-motorized transportation facilities. The frontage road modifications would improve and manage access to existing and planned developments to the north and south of Lake Mead Parkway. The shared use path would provide an alternative transportation facility to accommodate bicycles, pedestrians, and other non-motorized modes of transportation and provide bus riders safe access to bus stops located along Lake Mead Parkway. The RMLT Segment 14 would complete the 35-mile River Mountains Loop Trail, providing a continuous alternative non-motorized transportation corridor and increasing the ability of users to reach both urban and recreational destinations.

1.3 ALTERNATIVES CONSIDERED

1.3.1 No Build Alternative

The no build alternative would leave roadway capacity, operations, and safety conditions as they exist, worsening over time as development places greater traffic demand on the Lake Mead Parkway facility. Air quality would decline as greater numbers of vehicles are slowed or stopped as congestion increases. The shared use path and the RMLT Segment 14 would not be built, impeding the ability of people to benefit from the use of alternative transportation modes. For these reasons, the no build alternative does not meet the purpose and need of the proposed project.

1.3.2 Build Alternative

The build alternative for improving Lake Mead Parkway (SR-564) includes widening the roadway to six lanes with three through-lanes in each direction and construction of two non-motorized transportation facilities within or adjacent to the Lake Mead Parkway corridor. The proposed project also includes modification and/or extension of frontage roads within the Lake Mead Parkway right-of-way between Burkholder and Mohawk. Widening the roadway to a six-lane divided highway is the preferred build alternative which will meet the purpose and need by providing operational and level of service improvements that would not occur under the no build scenario. Constructing the shared use path and RMLT Segment 14 will provide safe alternative transportation facilities and improve connectivity to urban and recreational destinations.

A 30' trail corridor option as shown on Figure A-14, Appendix A was proposed as a possible alternative to the Basic Magnesium Inc. (BMI) pipeline alignment north of Lake Mead Parkway at the eastern boundary of the Lake Las Vegas development. The trail corridor option would diverge from the BMI alignment at this location for about 500' feet and then connect back to the BMI pipeline alignment. The BMI pipeline alignment is the preferred alternative for the RMLT Segment 14 multi-use trail.

1.4 ALTERNATIVES CONSIDERED BUT REJECTED

Initially, the scope of the proposed project included four alternatives for grade separating Lake Mead Parkway and Lake Las Vegas Parkway at the intersection. These included design configurations for a three-legged (trumpet type) interchange, two concepts for a grade-separated left turn, and a multi-level (fly-over) grade-separated interchange (refer to Appendix C, Figures C.1-1, C.1-2, C.2-2, C.2-3). During the project development process, concepts for the intersection improvements were removed from further consideration in the Lake Mead Parkway Improvements project due to funding constraints and other issues (e.g., development access, soil contamination at the privately owned Three Kids Mine site). Lake Mead Parkway/Lake Las Vegas Parkway intersection improvements would be considered as a stand-alone project depending on future development, transportation needs, and availability of funding.

2. ENVIRONMENTAL IMPACTS AND MITIGATION

2.1 AREAS OF NO IMPACT

2.1.1 Hazardous Materials

There are no hazardous materials concerns that would impact the project.

2.1.2 Water Quality

No long term water quality impacts are anticipated from the proposed project. Las Vegas Wash is the terminal water body receiving storm water runoff. The shortest distance between SR 564 and the Las Vegas Wash is over a mile, making it unlikely that highway runoff would reach the wash before evaporating or dissipating in the soil.

A pollutant load allocation with associated numerical criteria has not been developed for the Las Vegas Wash for storm water runoff (non-point source) from highways. Consequently, NDOT implements a Storm Water Management Program (SWMP) promulgated by the National Pollutant Discharge Elimination System Permit for Discharges from the NDOT Municipal Separate Storm Sewer Systems (MS4 Permit No. NV0023329). The SWMP is developed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable. It incorporates implementation of various Best Management Practices (BMPs) such as routine street sweeping, drainage structure maintenance, and public education programs.

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 by the contractor throughout the duration of the project until final stabilization is achieved.

If a department-furnished material source is utilized for general fill material, aggregate and/or staging a temporary asphalt or concrete batch plant operation dedicated solely to this project, then General Permit NVR100000 covers storm water discharges from the site and/or plant operations. Temporary water pollution controls for borrow activity/batch plant operations must be included in the site SWPPP.

The contractor requirements stated above will be stipulated in the contract documents.

2.1.3 Environmental Justice

The project would be constructed within existing right-of-way and would not displace residences or businesses. Based on the NEPA analysis in this document and on available demographic, zoning, and land use information, there would be no adverse, disproportionate environmental justice impacts from the proposed project.

2.1.4 Biological Resources

Wilderness, Range, Forestry, and *Wild Horse and Burro* Bureau of Land Management (BLM)-designated resource areas are not present in the project area and therefore would not be impacted by the proposed project. Other natural resources that would potentially be impacted by the project are discussed in section 2.2.5, Biological Resources.

2.2 AREAS OF POTENTIAL IMPACT

2.2.1 Noise

A noise analysis was prepared to evaluate conditions for the proposed project in accordance with FHWA *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR Part 772) and *NDOT Traffic and Construction Noise Abatement Policy, 2003* (NTCNAP). The 23 CFR Part 772 FHWA noise abatement criteria (NAC) are presented in Table 2-1.

Table 2-1 Noise Abatement Criteria		
Activity Category	Noise Abatement Criteria Leq(h), dBA	Description of Activity Category
A	57 (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)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B, above.
D	---	Undeveloped lands.
E	52 (Interior)	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
Leq(h)– hourly equivalent sound level dBA – A-weighted decibel		

2.2.1.1 Existing Noise Conditions

Noise-sensitive land uses (i.e., sensitive receptors) were identified within the project area in proximity to right-of-way (R/W) along Lake Mead Parkway (the roadway). These consisted of uses that would be classified as Activity Category B of the NAC.

Area 1 (Appendix A, Figure A-1) – Taylor Street to Yucca Street

A 6-8' block privacy wall exists at single family residences (SFR) between Joshua and Yucca Streets. Sensitive receptors are approximately 150 feet from the roadway.

Area 2 (Appendix A, Figure A-2) – Ivy Street to Ash Street

A 6-8' block privacy wall predominates this area of SFR. The SFR in this area have access from their backyards onto Dinkeldorf Road. Sensitive receptors are approximately 150 feet from the roadway.

Area 3 (Appendix A, Figure A-3) – Warm Springs Road and Lake Mead Parkway

Sensitive receptors of a school are approximately 500 feet from the roadway and shielded by existing structures.

Area 4 (Appendix A, Figure A-4) – Mojave Lane and Dinkeldorf Road

This area consists of one SFR with a chain link fence approximately 200 feet from the roadway.

Area 5 (Appendix A, Figure A-5) – Calico Ridge Drive to Golda Way

A 6-8' block privacy wall encompasses the perimeter of the SFR development. Sensitive receptors are also approximately 150-500 feet from the roadway. Commercial development is occurring along the north side of Lake Mead Parkway west of Calico Ridge Drive between the roadway and SFR development. East of Calico Ridge Drive, the development is elevated above the roadway and separated by an earthen berm.

Area 6 (Appendix A, Figure A-8) – 225' +/- west of Lake Las Vegas Parkway

SFR are located approximately 600' north of the roadway.

Short-term (15-20 minute) noise measurements were conducted at accessible locations near the extent of, or in direct proximity to, right-of-way (R/W) (Table 2-2). The actual location of sensitive receptors could not be accessed and therefore measurements are not representative of actual conditions at the noise-sensitive areas, but were utilized in the model.

Table 2-2 Noise Measurements		
AREA - LOCATION	Noise Level, dBA, Leq(h)	Proximal Activity
2 - Ash St and Dinkledorf Rd.	61.3	SFR
3 - Warm Springs and Dinkledorf Rd.	63.4	School parking lot
4 - Fullerton Ave. and Dinkledorf Rd.	62.1	SFR
5 - 1250' +/- east of Calico Ridge Dr., north of Lake Mead Pkwy	60.2	SFR
dBA – A-weighted decibel Leq(h)– hourly equivalent sound level		

2.2.1.2 Evaluation of Potential Project-Level Impacts

A traffic noise analysis was completed to identify possible impacts and evaluate mitigation measures, if necessary. A traffic noise impact occurs when predicted traffic noise levels “approach or exceed” the NAC or when the predicted noise levels “substantially exceed” the existing noise levels (23 CFR 722.5, g). NDOT defines “approach” as 1 A-weighted decibel (dBA) less than the FHWA impact criteria listed in Table 1 for Activity Category B, and “substantially greater” as a predicted noise increase equal to or greater than 15 dBA.

The modeled noise levels were located near the extent of, or in direct proximity to, R/W and did not consider existing mitigation factors to the sensitive receptors (i.e., privacy walls, other structures, and/or distance) (Table 2-3).

Table 2-3 Modeled Noise Levels				
Area	Land Use	Existing Noise Level, dBA, Leq(h)	Predicted Noise Level dBA, Leq (h)	Impact
1	SFR	61	62	No
2	SFR	61	64	No
3	School (Parking Lot)	61	65	No
4	SFR	62	65	No
5	SFR	60	62	No
6	SFR	60	64	No
dBA – A-weighted decibel Leq(h)– hourly equivalent sound level				

2.2.1.3 Mitigation

Noise impacts were not realized. Therefore, further modeling was unnecessary and consideration of mitigation was not required.

When development is proposed, the City of Henderson permitting process includes evaluation of traffic noise impacts and potential mitigation.

2.2.1.4 Construction

Construction noise would be temporary, intermittent, and the intensity would vary for different areas of the project and depend on the construction activity. Mitigation measures would be addressed in the contract documents as needed and could address hours of operation and noise-level limits. Specifications would require performance of proper maintenance on construction equipment and that stationary equipment, if used, be placed as far away from the identified sensitive receptors as feasible.

2.2.2 Air Quality

2.2.2.1 National Ambient Air Quality Standards (NAAQS) Attainment Status

The U.S. Environmental Protection Agency (USEPA) has identified six criteria air pollutants: carbon monoxide (CO), coarse and fine particulates (PM₁₀/PM_{2.5}), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). Criteria pollutants are defined as those air contaminants for which the federal government has established standards designed to protect human health and welfare.

CO, PM₁₀/PM_{2.5}, and ozone are the primary mobile source pollutants. The NAAQS for these pollutants are provided in Table 2-4.

Table 2-4 National Ambient Air Quality Standards (NAAQS)		
Pollutant	Averaging Period	Standard
Carbon Monoxide (CO)	1-Hour	35 ppm
Carbon Monoxide (CO)	8-Hour	9 ppm
Coarse Particulate (PM ₁₀)	24-Hour	150 µg/m ³
Fine Particulate (PM _{2.5})	24-Hour	35 µg/m ³
Fine Particulate (PM _{2.5})	Annual	15 µg/m ³
Ozone (O ₃)	8-Hour	0.08 ppm

Note: The PM₁₀ annual standard was revoked in September 2006. The 24-hour NAAQS for PM_{2.5} was changed from 65 to 35 µg/m³ (micrograms per meters cubed) in September 2006. The 1-hour ozone standard was rescinded in 2005 for all counties in Nevada. The NAAQS represent the maximum allowable concentrations in outdoor ambient air.

2.2.2.2 NAAQS Attainment Status in Clark County

The proposed project is in the Las Vegas Valley, Hydrographic Basin (HA) 212, which is in non-attainment for CO, PM₁₀, and ozone.

The Clark County Department of Air Quality and Environmental Management (DAQEM) recently submitted a revision of its State Implementation Plan (SIP) for CO to the USEPA, in which they demonstrated compliance with the NAAQS for the last several years. Their revised CO SIP will provide for continued maintenance of the standards.

The Las Vegas urbanized area is in non-attainment for the 24-hour PM₁₀ NAAQS. All areas of Clark County are attaining both the 24-hour and annual standards for PM_{2.5}.

The Las Vegas Valley is in non-attainment for the 8-hour ozone NAAQS. The 1-hour ozone standard was rescinded in 2005 for all areas of Nevada.

2.2.2.3 Existing Air Quality in Clark County

The DAQEM operates an extensive monitoring network in Clark County. Table 2-5 is a summary of air quality data for the Las Vegas Valley, HA 212. Compliance with the NAAQS has been achieved for CO and PM_{2.5}, although there have been recent exceedances of the PM₁₀ and ozone standards.

Table 2-5 Maximum Measured Pollutant Concentrations Clark County DAQEM Monitoring Network - Las Vegas Valley				
Pollutant	2006	2007	2008	NAAQS
CO (1-Hour)	6.3	4.6	4.7	35 ppm
CO (8-Hour)	5.0	3.8	3.7	9 ppm
PM ₁₀ (24-Hour)	142	127	168	150 µg/m ³
PM _{2.5} (24-Hour) – P ₉₈	24	23	22.5	35 µg/m ³
PM _{2.5} (Annual)	9.4	10.30	9.07	15 µg/m ³
Ozone (8-Hour)	0.085	0.085	0.080	0.08 ppm

Note: Air quality data taken from the USEPA's *AirData* website, and are in units of the corresponding standard. The values for the 24-hour PM_{2.5} represent the 98th percentile used for attainment demonstration. The values for ozone represent the highest 4th maximum, the parameter that is used for ozone attainment demonstration.

**2.2.2.4 Operational Phase Impacts
CO Modeling**

To predict ambient CO concentrations for the 2027 Build scenario, NDOT utilized the United States Environmental Protection Agency (USEPA) Mobile Source Emission Factor Model, MOBILE6.2, and the CAL3QHC Air Quality Dispersion Model.

Carbon monoxide concentrations were modeled at three intersections along the improvement corridor—Boulder Highway/Lake Mead Parkway, Lake Mead Parkway Warm Springs Road, and Lake Mead Parkway/Lake Las Vegas Parkway. Traffic activity data for MOBILE6.2 and CAL3QHC was provided by NDOT engineers. Thirty receptors were included in the dispersion model, providing coverage for the major high-volume signalized intersections and the new interchange at Lake Las Vegas. Receptors were chosen based on the most recent USEPA and FHWA guidance.

The regional background values of 5.36 ppm CO and 3.85 ppm CO were input into CAL3QHC for the 1-hour and 8-hour averaging periods, respectively. These background values represent the arithmetic average of the 2003-2005, 1-hour and 8-hour “first maximums” for all Clark County monitors, as reported in the USEPA’s AirData website.

A persistence factor of 0.80 was used to adjust 1-hour model concentrations to 8-hour averages. NDOT chose the new persistence factor based on 2006 CO monitoring data for the Las Vegas Valley. In this case, the USEPA default of 0.70 was not used.

The CO background values chosen for this analysis are conservative, because the 99th percentile of the 2006 1-hour data for all Las Vegas Valley monitors was 4.4 ppm. The Clark County DAQEM does not operate any CO monitors in Henderson. CAL3QHC model results are presented in Table 2-6. The model predicted no future exceedances of the CO NAAQS.

Table 2-6 Model CO Concentrations Lake Mead Parkway Improvements – Henderson, NV 2027 Design Year Build Scenario		
	Max. 1-Hour CO (ppm)	Max. 8-Hour CO (ppm)
Lake Mead Parkway & Boulder Highway (signalized)	7.6	5.2
Lake Mead Parkway & Warm Springs Road (signalized)	6.8	4.6
Lake Mead Parkway & Lake Las Vegas Parkway (no signals)	6.1	4.9
NAAQS	35	9

Note: The maximum CO values include background concentrations of 5.36 ppm and 3.85 ppm for the 1-hour and 8-hour CO averaging periods, respectively. A persistence factor of 0.80 was used to convert 1-hour model values to 8-hour averages.

PM₁₀ Assessment

The proposed Lake Mead Parkway Improvements project is subject to a PM₁₀ hot-spot analysis. While dispersion modeling is not required under the conformity rule CFR 93.123(b)(4), NDOT will perform a qualitative assessment of local factors to demonstrate that the proposed project will not create new violations of the PM₁₀ NAAQS. The qualitative analysis presented here follows USEPA guidance for doing PM₁₀ assessments (see USEPA guidance document EPA420-B-06-902).

The Lake Mead Parkway project is not a project of air quality concern for PM₁₀, because adding new lanes will not result in a significant increase of diesel truck or bus traffic and the 2027 Build ADT is only 70,000 vehicles per day. The traffic activity threshold for consideration of PM₁₀ impacts is much greater at 125,000 vehicles per day. The USEPA does not believe that low-volume projects create significant PM₁₀ impacts (USEPA guidance document EPA420-B-06-902).

As was mentioned previously, the Clark County DAQEM maintains one of the most extensive particulate monitoring networks in the nation. Measured PM₁₀ concentrations near Henderson are much lower than those measured in other areas of the Las Vegas Valley (see Table 2-7).

Table 2-7 2006 24-Hour PM₁₀ Concentrations Las Vegas Valley HA 212		
Max. PM₁₀ (µg/m³)	Monitor Address	City
69	333 Pavilion Center Drive	Las Vegas
77	545 Lake Mead Drive	Henderson
82	3525 N Valadez Street	Las Vegas
93	4001 East Sahara Avenue	Las Vegas
94	1562 Katie Ave	Las Vegas
95	City-Center., Las Vegas	Las Vegas
97	298 Arroyo Grande	Henderson
100	4525 New Forest Drive	Las Vegas
106	7701 Ducharme Ave	Las Vegas
113	2501 Sunrise Avenue	Las Vegas
122	6651 W. Azure Ave	Las Vegas
136	1301b East Tonopah	Las Vegas
152	Ne Of City-12101 Hwy 93/I15	North Las Vegas
157	4701 Mitchell Street	North Las Vegas
Source: USEPA <i>AirData</i> website.		

The maximum 24-hour PM₁₀ values from the Lake Mead Parkway and Arroyo Grande monitors in Henderson are less than 65% of the NAAQS (150 µg/m³). As such, incremental pollution from traffic on the improved portions of Lake Mead Parkway is not expected to cause future exceedances of the PM₁₀ NAAQS. Much higher PM₁₀ values are reported for areas further north, such as in the urban core of the Las Vegas Valley and points further east. In these areas, there is more residential/commercial development and associated land disturbance, which explains the higher PM₁₀ values.

Vehicular emissions and re-entrained road dust from paved roads do not contribute to high PM₁₀ measurements in the Las Vegas Valley. A recent study commissioned by the Clark County DAQEM indicated that elevated PM₁₀ values correlate with dry seasons and increased soil destabilization resulting from construction activities, disturbance of unpaved road surfaces, and disturbance of vacant land.

Based on these considerations, NDOT qualitatively concludes that there will be no adverse PM₁₀ impacts resulting from vehicles operating on the improved portions of Lake Mead Parkway. In addition, the project is not one of air quality concern with respect to PM₁₀.

Ozone Assessment

Ozone is considered an area-wide pollutant that is assessed in systems-level planning as part of the development of state implementation plans (SIPs). In addition, ozone is evaluated as a regional pollutant, using emissions inventories for its precursors, NO_x and VOCs, as part of the conformity process that the Regional Transportation Commission of Southern Nevada does periodically. As such, ozone is not a concern as a hot spot pollutant.

2.2.2.5 Construction Impacts and Mitigation CO Impacts and Mitigation

There will be short-term, localized increases in CO emissions during construction. This will be due to slowing of traffic in construction zones and also to emissions from construction equipment. However, these CO increases would be temporary and would not cause long-term adverse effects. The contractor will be required to comply with federal, state, and local regulations for the control of air pollution, including those that prohibit unnecessary idling of diesel-powered vehicles.

PM₁₀ Impacts and Mitigation

Emissions of fugitive dust are anticipated during construction, but the resulting increases in PM₁₀ would be temporary and would not cause long-term adverse effects. Contractors will be required to comply with the Clark County DAQEM's dust control regulations and to obtain air quality permits.

2.2.2.6 Transportation Conformity

There are two requirements that must be satisfied for an FHWA-funded transportation project to move forward in a CO and PM₁₀ non-attainment area. First, the proposed project must come from a conforming Transportation Plan (TP) or Transportation Improvement Plan (TIP) [40 CFR 93.115(a)]. Second, the proposed project must not cause or contribute to violations of the NAAQS for CO and PM₁₀, which is demonstrated by performing project-level "hot spot" analyses for these pollutants (40 CFR 93.116).

Because Clark County is attaining the NAAQS for PM_{2.5}, the conformity rule does not require a hot spot analysis for PM_{2.5}.

The conformity requirement for ozone has been satisfied, because the build scenario emissions for VOCs and NO_x are less than the no build scenario emissions for projects and programs included in the Regional Transportation Commission of Southern Nevada's (RTCSN) FY 2009-2030 Regional Transportation Plan (RTP).

The analyses in the previous sections show that operation of the new lanes on Lake Mead Parkway will not create new violations or worsen existing violations of the NAAQS for either CO or PM₁₀ in the Las Vegas Valley. Elements of the Lake Mead Parkway project are included in the FY 2009-2030 RTP, but it is not considered a regionally significant project. Nonetheless, SR 564 was included in the traffic demand model (TDM) for the Las Vegas Valley urbanized area.

2.2.2.7 Mobile Source Air Toxics (MSATs)

The Lake Mead Parkway Improvements project is designed to maintain an acceptable level of service along the corridor up to design year 2027. Future traffic demand will be fueled by planned residential and commercial development along the corridor and by region-wide population growth. The project includes widening of Lake Mead Parkway east of Boulder Highway.

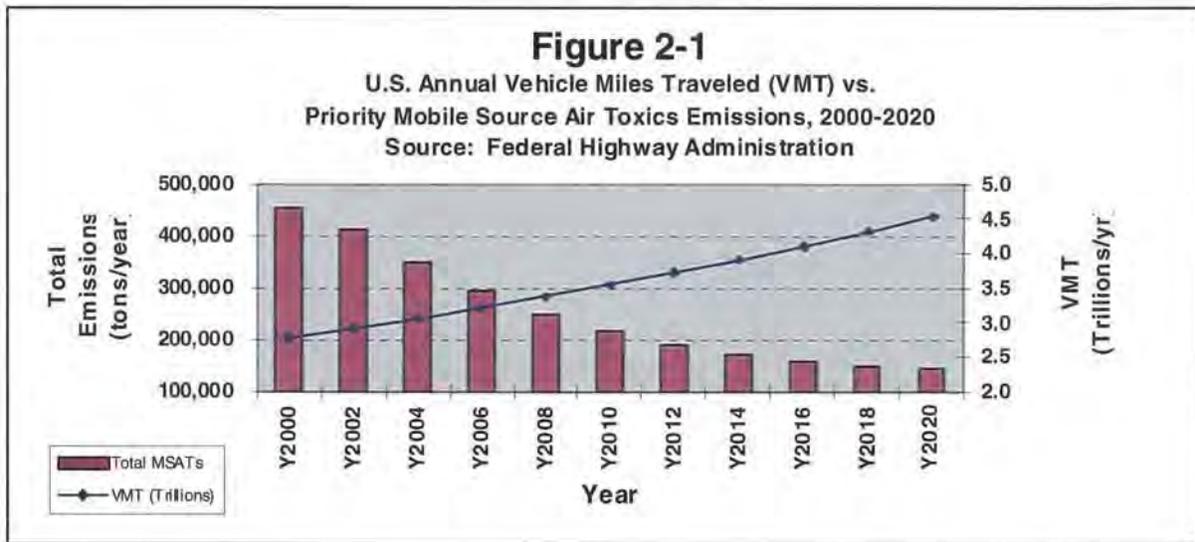
The 1990 Clean Air Act Amendments (CAAA) identified a list of 188 hazardous air pollutants (HAPs). Of the identified HAPs, the U.S. Environmental Protection Agency (USEPA) selected a group of 21 mobile source air toxics (MSATs). The USEPA has established a list of eight priority MSATs, which are defined as those most likely to present the highest risks to human health. Some of them are known, probable, or likely human carcinogens. The priority MSATs include the following volatile organic compounds (VOCs): benzene, formaldehyde, acetaldehyde, acrolein, 1,3 butadiene, naphthalene, and polycyclic organic matter (POM). Diesel Particulate Matter (DPM), the eighth priority MSAT, is a fine aerosol composed of solid and liquid particles.

MSATs are emitted from mobile sources, including highway vehicles (cars, trucks, buses) and non-road sources such as aircraft, marine vessels, locomotives, and construction equipment.

In February 2006, the Federal Highway Administration (FHWA) released Interim Guidance to its state division offices on when and how MSAT emissions should be addressed in environmental documents for federally-funded highway projects. The Interim Guidance set forth a tiered approach for evaluating potential impacts of MSAT emissions.

Traffic volume forecasts for the Lake Mead Parkway corridor indicate that the maximum 2027 Average Daily Traffic (ADT) will be only 70,000 vehicles per day (vpd). The traffic activity threshold for quantitative evaluation of MSAT emissions is 150,000 vehicles per day. Because the Build ADT for the project (70,000 vpd) is much less than the FHWA activity threshold, the proposed improvements to Lake Mead Parkway have low potential for producing significant MSAT emissions. The FHWA concluded that projects with low potential for MSAT emissions do not require a quantitative MSAT burden analysis.

MSATs will be reduced by 68% between 2000 and 2020 (see Figure 2-1) for the U.S. as a whole. These projected reductions are a result of the USEPA's national control programs for MSATs, which include more stringent heavy-duty diesel engine emission standards and on-highway diesel fuel sulfur requirements (2007 Highway Rule, 66 FR 5002). These projected reductions in MSATs will be realized despite the nationwide 64% growth in VMT. Moreover, there will be additional reductions in MSATs, particularly for benzene, resulting from USEPA-mandated restrictions on the aromatic content of gasoline and from new evaporative emission standards for portable fuel containers (2007 MSAT Rule, 72 FR 8428).



Implementation of the USEPA’s diesel emission control and fuel sulfur standards will mitigate future MSAT emissions nationwide and locally. Additional MSAT reductions on regional and local scales will come from restrictions on the aromatic content of gasoline, plus reductions in exhaust and evaporative emissions from gasoline-powered passenger vehicles. All of these federal programs will provide tangible air quality benefits for the Las Vegas Valley.

The ambient concentrations of MSATs are related to their mass emission rates. As a result of these projected MSAT reductions, the ambient concentrations of MSATs will decrease in the future, relative to current levels. Therefore, environmental exposure to these compounds will be reduced, as will the associated health risks.

2.2.2.8 Project Impacts and Mitigation

The analysis presented in this section indicates there will be no adverse air quality impacts with respect to CO or PM₁₀ as a result of the proposed project. Therefore, no operational-phase mitigation measures are required for air quality.

2.2.3 Social Considerations

2.2.3.1 Affected Environment

The project is characterized by a predominately urban environment between Boulder Highway and Golda Way (refer to Appendix A, Figures A-1 to A-7). From Golda Way to the eastern project limits, the project area is more sparsely populated, with the exception of the Lake Las Vegas development. East of the Lake Las Vegas main entrance, the land is predominately undeveloped federal land (U.S. Bureau of Reclamation, U.S. Bureau of Land Management, and U.S. National Park Service). The Three Kids Mine area situated across from Lake Las Vegas is privately owned and undeveloped, however the property will likely be developed in the future as a Master Planned Community (MPC).

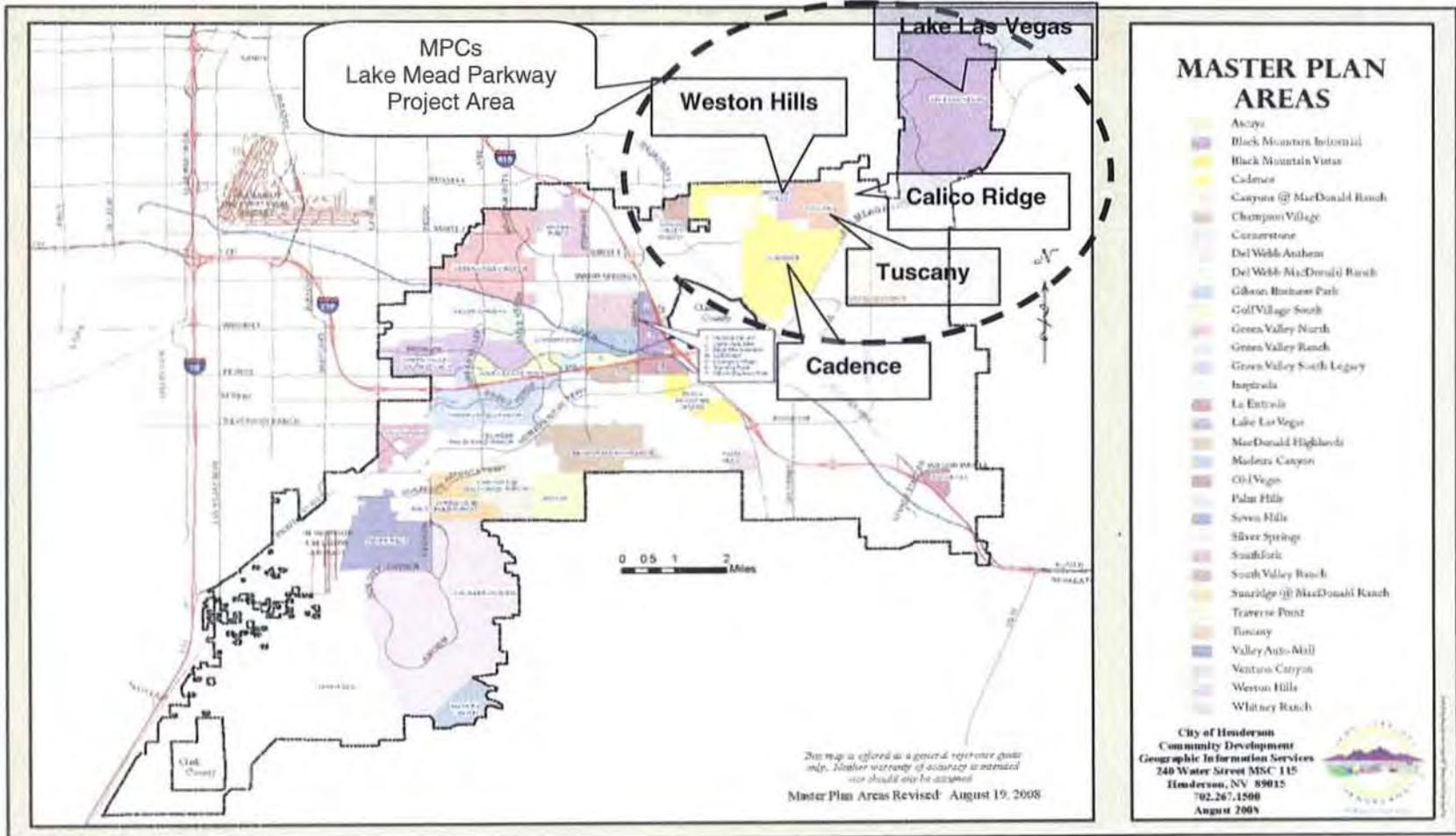
Zoning along the project corridor is a mixture of commercial, high density residential, multi-family residential, parks/golf courses, and smaller amounts of medium and low density residential uses. The area south of the project area is comprised of zoning for commercial/business uses adjacent to Lake Mead Parkway with predominately residential neighborhoods beyond the highway commercial strip.

Mixed-use development is planned and occurring in the northeast quadrant area (north of Lake Mead Parkway and east of Boulder Highway). Major developments proposed or underway in this area include the Master Planned Communities (MPCs) of Cadence, Calico Ridge, Lake Las Vegas, Tuscany, and Weston Hills (see Table 2-8 below and Figure 2-2).

Table 2-8 City of Henderson Master Planned Communities Lake Mead Parkway Project Vicinity January 1, 2009			
Master Planned Community	Number of Acres	Projected Population at Build-out	Percent Complete
Cadence	1,727	18,800	0%
Calico Ridge	222	1,448	99%
Lake Las Vegas	2,242	12,800	31%
Tuscany	526	6,670	29%
Weston Hills	166	2,188	27%
Total	4,883	41,906	
Source: City of Henderson Community Development Department, January 2009; www.cityofhenderson.com/community/master_plan_communities.php			

**FIGURE 2-2
Master Planned Communities (MPCs)
in Project Area**

Source: COH Community Development Department
August 19, 2008
Information is subject to change.



The total projected population for these communities when they are built-out is estimated at about 42,000 people. Recent estimates place the city's total population at 273,804 people as of January 1, 2009, an increase of about 88,000 people since the year 2000 U.S. Census. Although current economic conditions may slow the rate of the city's growth in the near future, growth in the long-term scenario over the next 20 years is expected to double the size of Henderson's population².

2.2.3.2 Impacts

Residential and Business Impacts

Lake Mead Parkway improvements are proposed to be constructed within existing NDOT right-of-way; no right-of-way would be permanently acquired for the project. The frontage road modifications/extensions would improve access to residential and business areas north and south of the roadway. The shared use path and RMLT Segment 14 would improve mobility for bicycles, pedestrians, and other non-motorized modes of transportation, and improve connectivity to residential areas, commercial/retail centers, bus stops, and recreational areas. Landscaping would enhance the environment along the corridor and have a positive visual impact. The proposed project would not adversely impact residents and businesses.

Construction Impacts

Construction of the proposed project would induce traffic-related impacts such as traffic slowdowns, stops, dust, and noise. Traffic control plans would keep Lake Mead Parkway open to through traffic during construction. It is not anticipated that construction detours via adjacent streets would be needed. The duration of construction impacts affecting residents, businesses, and the traveling public will be short term, but will occur at various locations throughout the project area as the proposed actions are staged and constructed.

2.2.3.3 Mitigation

Residential and Business

No mitigation is required.

Construction

Traffic control plans will be developed and specified in the contract documents to maintain traffic safety and access to businesses and residences during construction. All traffic-related impacts will be short-term, ceasing upon completion of the project.

2.2.4 Floodplain and Hydrologic Assessment

2.2.4.1 Affected Environment

Runoff impacting SR 564 within the project limits predominately flows from the south to the north. The majority of the flows impacting SR 564 between Boulder Highway and just east of Athens are collected in an earthen collector channel parallel to and along

² Source: City of Henderson Community Development Department, January 2009; www.cityofhenderson.com/community_development_profile.php

the south side of SR 564. Flows are conveyed easterly along the roadway to existing cross culverts and then conveyed across the roadway to the north. There are approximately 20 culvert crossings throughout the project.

All of the proposed Clark County Regional Flood Control District (CCRFCD) Master Plan Update (MPU) crossings within the project limits are in place with the exception of the C1LM system (Lake Mead Branch of the C1 regional flood control facility). The MPU proposes the C1LM system along the south side of the highway from Burkholder Boulevard to Warm Springs Road which crosses to the north side of the highway near Warm Springs and continues east until connecting to the rest of the C1 system just west of Athens. Current private development plans propose to construct the portion of the C1LM system east of Warm Springs Road, including several laterals and lateral connectors.

Several Letters of Map Revisions (LOMRs) have been issued over the past several years updating and removing two of the 100-year flood zones originally identified by the Federal Emergency Management Agency (FEMA). As for the flood zones still remaining, FEMA has identified the portion of the project along the north side of SR 564 between Mohawk Road and the C-1 channel crossing just west of Athens, as Zone A (area impacted by a 100-year event); however, this flood zone should be removed upon completion of the C1LM flood control facility discussed above. One small area of Zone A has been added by a LOMR and is mainly contained within the roadside collector channel along the south side of SR564 between Athens and the C1FK crossing. The rest of the project is categorized as Flood Zone X meaning no flooding hazards have been identified for events up to the 500-Year flood.

2.2.4.2 Impacts

The roadway will be widened to the inside of the roadway prism where reasonable which will reduce the median width and minimize the outside widened footprint. Some widening to the outside is anticipated which may encroach into the existing roadside ditches.

2.2.4.3 Mitigation

The existing cross drainage structures will be extended or replaced as necessary to perpetuate existing flow conditions, and where possible, may be improved to match the Clark County Regional Flood Control District's MPU plans. It is not anticipated that there will be any significant encroachment into the Zone A flood plain; however, these areas will be evaluated to ensure all FEMA requirements are met. Additional conveyance systems such as channels, ditches, and culverts will be incorporated as necessary to mitigate any increase in flood elevations. Construction of the new lanes and the improvements to the existing drainage facilities will not create any adverse drainage impacts to upstream or downstream properties.

2.2.5 Biological Resources

2.2.5.1 Affected Environment

The legal description for the project area on the Henderson 7.5 minute quadrangle map is Township 22S R63E Sections 5, 8, 7, 13 and 18; Township 21S R63E Sections 34, 33, 5, 8 and 18.

Within the project limits, land elevation starts at 1,880 feet above sea level at the western edge of the project and gradually decreases to 1,720 above sea level to the eastern edge of the project. The climate is typical of the Mojave Desert. Due to the low elevation in the valleys, the summertime average temperature ranges from 64 degrees to 95 degrees during the months of May through September, however, temperatures are often higher, typically ranging from 90 to 100+ degrees. The average winter temperature ranges between 40 and 60 degrees. The amount of average annual rainfall typically ranges between 5 to 6.5 inches yearly.

Vegetation

The area within the project limits has been completely disturbed from previous maintenance, utility, and other activities. The only vegetation within the project limits is present in landscaping. Beyond the project limits, vegetation consists of predominantly creosote (*Larrea tridentata*) and white bursage (*Ambrosia dumosa*). Some associate species are mormon tea (*Ephedra spp.*) and desert globe mallow (*Sphaeralcea ambigua*).

The Nevada Natural Heritage Program (NNHP) and the Clark County Multiple Species Habitat Conservation Plan (MSHCP, 2000) identified the following sensitive plant species as potentially occurring in the project area: the Las Vegas bearpoppy (*Arctomecon californica*), littlefield milkvetch (*Astragalus preussii* var. *laxiflorus*) and rosy two-toned beardtongue (*Penstemon bicolor* ssp. *roseus*). The Las Vegas bearpoppy was not observed because bearpoppy habitat conditions are nonexistent in the project area.

Noxious Weeds

No noxious weeds were observed in the project area.

Wildlife

The following species were encountered while conducting project area zone of influence surveys: the common raven (*Corvus corax*) and black-tailed jackrabbit (*Lepus californicus*). Several lizards were observed within the project limits but were not identified.

The Nevada Natural Heritage Program identified the following sensitive animal and bird species potentially occurring in the project area: the banded Gila monster (*Heloderma suspectum*), the spotted bat (*Euderma maculatum*), big free-tailed bat (*Nyctinomops macrotis*) Brazilian free-tailed bat (*Tadarida brasiliensis*) and the Yuma clapper rail (*Rallus longirostris yumanensis*). It was not necessary to complete a bat survey due to the lack of habitat and roosting sites. It is possible that the bats could feed in the area.

Threatened and Endangered Species

The desert tortoise (*Gopherus agassizii*) was identified by the Nevada Natural Heritage Program (NNHP) and the U.S. Fish and Wildlife Service (USFWS) as the only federally-listed threatened species potentially occurring within the project limits and zone of influence.

The Gila monster could also potentially occur in or near the project area, although the Nevada Department of Wildlife (NDOW) noted that this species is rarely observed and, for this reason, the Gila monster is designated as a *Protected* reptile per Nevada Administrative Code (NAC) 503.080. Per sections 503.090 and 503.083 of the NAC, “no person shall capture, kill, or possess any part thereof of *Protected* wildlife without prior written permission by the Nevada Department of Wildlife.”

In addition, the Gila monster has been recognized by the U.S. Bureau of Land Management (BLM) as a sensitive species since 1978 and was designated as an *Evaluation* species under the Clark County Multiple Species Habitat Conservation Plan (MSHCP).

Two surveys were conducted in February and May of 2007 to determine the potential presence of the desert tortoise and Gila monster. (The first survey was to plan the location of survey transects relative to the project area and zone of influence.) Desert tortoise habitat and desert tortoise sign (e.g., presence of burrows) were not found within the project limits or zone of influence west of the Lake Las Vegas Parkway/Lake Mead Parkway intersection (see Appendix A, Figure A-8). The desert tortoise and Gila monster are known to occur from the vicinity of the Lake Las Vegas Parkway/Lake Mead Parkway intersection east to the LMNRA entrance area where the RMLT Segment 14 alignment is proposed (see Appendix A, Figures A-8 to A-13).

Migratory Birds

The Executive Order issued January 11, 2001 further defines the responsibilities of federal agencies to protect migratory birds under the Migratory Bird Treaty Act of 1918 and its subsequent amendments (16 U.S.C. 703-711). The breeding and nesting season for migratory birds potentially utilizing habitat in the project area is generally from about March 15th to July 30th. Since potential breeding/nesting habitat was not observed during the biological surveys, it is unlikely that nesting migratory birds would occur in the project area.

Wetlands/Riparian/Jurisdictional Waters

No live streams, wetlands, or riparian areas occur within the proposed project area. There are a number of dry ephemeral tributaries that cross under Lake Mead Parkway and terminate in the Las Vegas Wash (refer to Section 2.1.2, Water Quality and Section 2.5, Floodplain and Hydrologic Assessment).

2.2.5.2 Impacts

Vegetation

All construction will occur within NDOT’s right-of-way. Due to the lack of native vegetation in the roadway median and unpaved shoulders, no native vegetation will be

crushed or removed. However, a total of 45.23 acres of previously disturbed land within the right-of-way will be disturbed again during construction. Loss of existing landscaped vegetation will indirectly affect resident wildlife (e.g., small rodents, reptiles) that depend on it for forage and cover. Cleared areas will be subject to soil erosion.

Noxious Weeds

Disturbance of native soils and vegetation allows opportunistic noxious weed species to potentially invade the disturbed area. If these weed species are not controlled, they may out-compete native plant species and prevent them from becoming reestablished in the area of disturbance. The likelihood of a noxious weed invasion is dependent on many factors. For instance, if noxious weed species do not exist on the project site, the probability of future establishment may be reduced. The proximity of the project area to an established seed source may dictate whether or not the site is likely to become infested. Noxious weed species were not observed within the project area.

Wildlife

Wildlife which presently occupies the area will be permanently impacted through loss of habitat. Direct mortality to some species with very small home ranges (e.g., burrowing animals) may result from construction activities, particularly during the initial grading phase. Project-induced habitat disturbance and loss will also cause indirect mortality by displacing animals now inhabiting the project area. Some individuals may succeed in relocating to adjacent lands, however, many will not.

The greatest impact will be to resident rodents and reptiles. These species have relatively small home ranges, and construction of the proposed project may eliminate the entire home range of some, resulting in the eventual loss of individuals. Impacts to bird species will also occur due to the loss of nesting and roosting areas. Dust, noise, and vibration caused by construction activities may temporarily negatively affect the species inhabiting lands adjacent to the project area. Widening the existing road may impede the movement of species within their home range.

Threatened and Endangered Species

The U.S. Fish and Wildlife Service (USFWS) concurred with NDOT's determination of "no effect" to the desert tortoise within the roadway widening portion of the project and determined that an Endangered Species Act (ESA) Section 7 consultation was not required based on the documented absence of desert tortoise habitat and sign.

The USFWS also concurred (per e-mail communication with Michael Burroughs, U.S. Fish and Wildlife Service Las Vegas Office, September 11, 2008) that NDOT/City of Henderson could proceed with the proposed RMLT Segment 14 multi-use trail in accordance with the Biological Opinion File 1-5-04-F-420, *Biological Opinion for Proposed Construction of the River Mountains Loop Trail, Lake Mead National Recreation Area, Clark County, Nevada* (included in Appendix E).

Migratory Birds

Due to the urban setting of the proposed Lake Mead Parkway widening and the lack of suitable habitat, no impacts to migratory birds are anticipated.

Wetland/Riparian/Jurisdictional Waters

There will be negligible impacts to ephemeral drainages in the project area. (Refer to Section 2.2.4, Floodplain and Hydrologic Assessment, and Section 2.2.5, Biological Resources.)

2.2.5.3 Mitigation

Vegetation

Construction and associated activities will occur within NDOT's right-of-way. Topsoil will be stockpiled when appropriate and reused for reclamation or for landscaping, proposed for the project area. Best Management Practices (BMPs) and dust control measures (e.g., watering) will be implemented by the contractor to prevent soil erosion (refer to sections 2.1.2, Water Quality, and 2.2.2, Air Quality).

Noxious Weeds

A noxious weed management plan will be specified in the contract documents and implemented by the contractor to prevent noxious weeds from becoming established in the proposed project area during and after construction. Per Nevada Revised Statutes (NRS) 555, the noxious weed management plan will include, but is not limited to, the following elements.

- Methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds.
- Equipment leaving noxious weed infested areas shall be cleaned prior to moving to another location.
- Equipment coming into or leaving the project area shall be cleaned and the cleaning area kept clear of plant material and contaminated dirt to prevent weed spread.
- The plan shall also address the treatment of weeds in topsoil salvage material.
- The plan must be submitted to the Resident Engineer (RE) and forwarded to the NDOT Environmental Services Division for review at least 14 days prior to the commencement of clearing and grubbing operations.

Wildlife

If wildlife such as the burrowing owl or kit fox are discovered in harm's way during construction, construction activities in that area will cease and the RE will notify a NDOT biologist. The NDOT biologist will consult with NDOW and/or USFWS to determine appropriate avoidance, removal, or other actions to prevent harm to the animal(s).

Threatened and Endangered Species

The Nevada Department of Wildlife *Gila Monster Protocol for Minimizing Impacts in the Construction Site* (included in Appendix E) will be stipulated in the contract documents and will be followed to prevent harm to any Gila monsters that may be encountered in the construction zone.

The Terms and Conditions of the Biological Opinion pertaining to the construction of the RMLT Segment 14 multi-use trail will be stipulated in the contract documents and implemented with FHWA/NDOT oversight. A preconstruction survey will be conducted

by a qualified biologist prior to the start of construction to determine the presence of desert tortoise.

Migratory Birds

Any landscaping vegetation removal will be conducted to conform with Migratory Bird Treaty Act, United States Code (USC) title16, Chapter 7 to avoid impacts to listed migratory birds that may be actively utilizing vegetation for nesting. Areas where vegetation will be removed will be surveyed for the presence of nests prior to removal. If the survey is conducted during the non-nesting season, any unused nests that are found will be removed prior to construction if possible. If the survey is conducted during nesting season, and active nests are found, the vegetation will not be removed and an avoidance buffer zone (100-300 feet depending on the bird species) will be established around the nest until the young have fledged (are able to fly).

Wetland/Riparian/Jurisdictional Waters

A U.S. Army Corps of Engineers (USACE) Nationwide Permit 14 application will not be required for these drainages. The USACE concurred (per telephone communication with Patricia McQueary, USACE Southern Nevada Office, March 30, 2009) that a Corps permit would not be needed for this project because the total amount of land that would be disturbed in the drainages is less than $1/10^{\text{th}}$ (0.1) of an acre.

The USACE requested that NDOT submit a preconstruction notification letter to the USACE Southern Nevada office describing the proposed project action and location, and identify which culverts (drainage facilities) will be extended. The USACE also requested that NDOT submit a letter after the project is completed to document the drainage facility modifications in the project after-condition.

2.2.6 Cultural Resources

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

The results of this evaluation found that there are no significant prehistoric or historic archaeological sites and/or Native American concerns that would be affected by this project as proposed. The State Historic Preservation Office (SHPO) concurs with the FHWA's determination that the one historic property, 26Ck4509, identified within the project's area of potential effect (APE) will be avoided by all project activities and will not be affected by the proposed undertaking.

Pursuant to these findings, the FHWA has determined that this project will result in *No Historic Properties Affected* (36 CFR 800.4(d)(1)) and the project as planned has no impacts to significant historic properties, archaeological sites, or Native American concerns. Based on this determination, the FHWA has provided the Nevada SHPO with

the appropriate documentation for their review and comment. The SHPO has accepted these findings.

The contract documents will stipulate that should any archaeological discoveries be made during construction of the project, construction will immediately cease in that area and the area will be avoided until it is evaluated by a qualified NDOT archaeologist.

3. Cumulative and Indirect Impacts

3.1 Introduction

3.1.1 Purpose and Regulatory Basis

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).

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 section 3.3, Analysis of Potential Impacts.

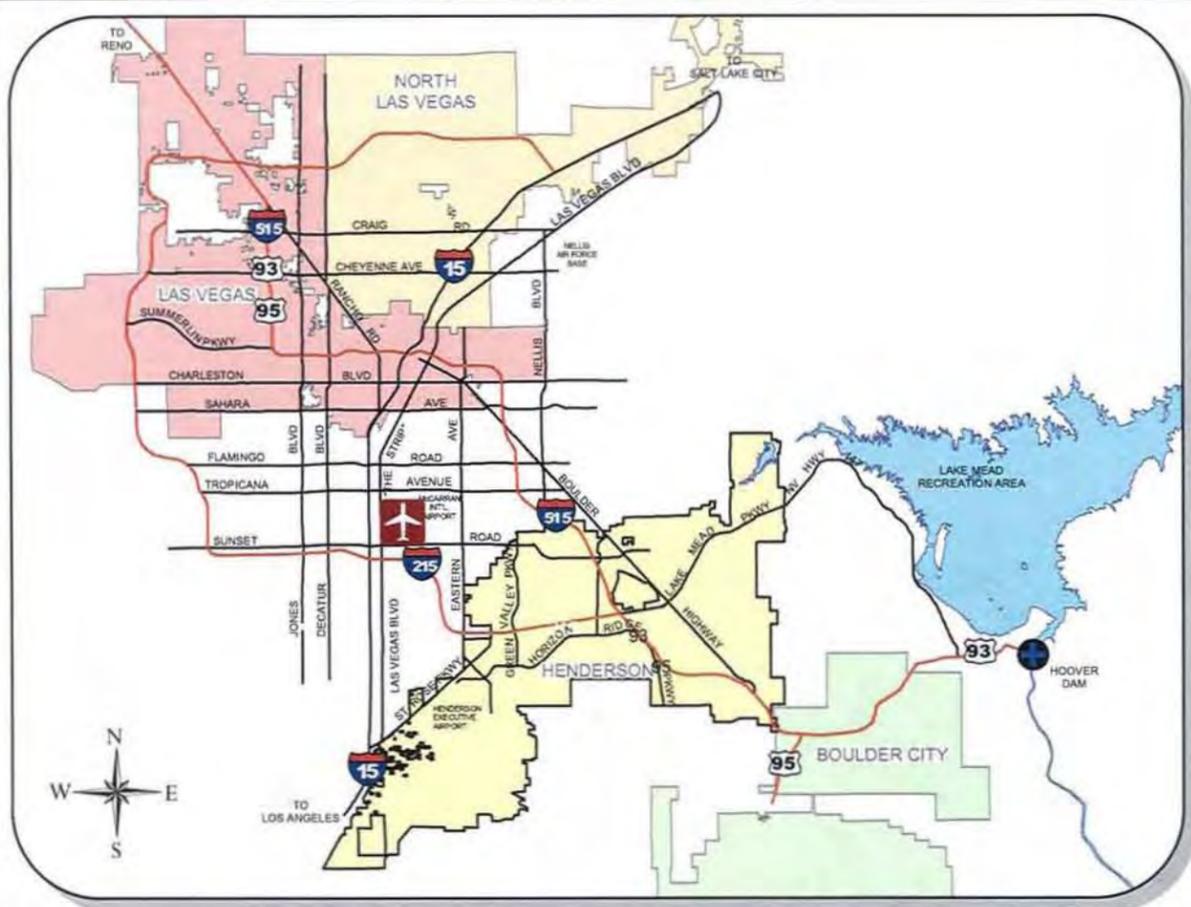
3.1.2 FHWA and CEQ Guidance

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).

3.1.3 Methodology

The regional context used for this analysis was the City of Henderson as depicted in Figure 3-1. Analysis focused on the areas adjacent to and east of Boulder Highway and the north and south areas adjacent to Lake Mead Parkway. Data compiled for preparation of this EA was used for this analysis as well as information from City of Henderson Community Development planning, land use, and zoning documents.

The 2027 design-year horizon was used as the future projected time limit, with a past time limit of the year 1990. Although growth in Clark County as a whole has been substantial in every decade since 1940, 1990 benchmarks the beginning of unprecedented population and job growth between decennial census years 1990 and 2000. Clark County's population and employment base almost doubled in size during this 10-year period. As of July 1, 2008, Clark County's population was estimated at



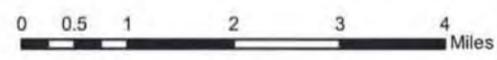
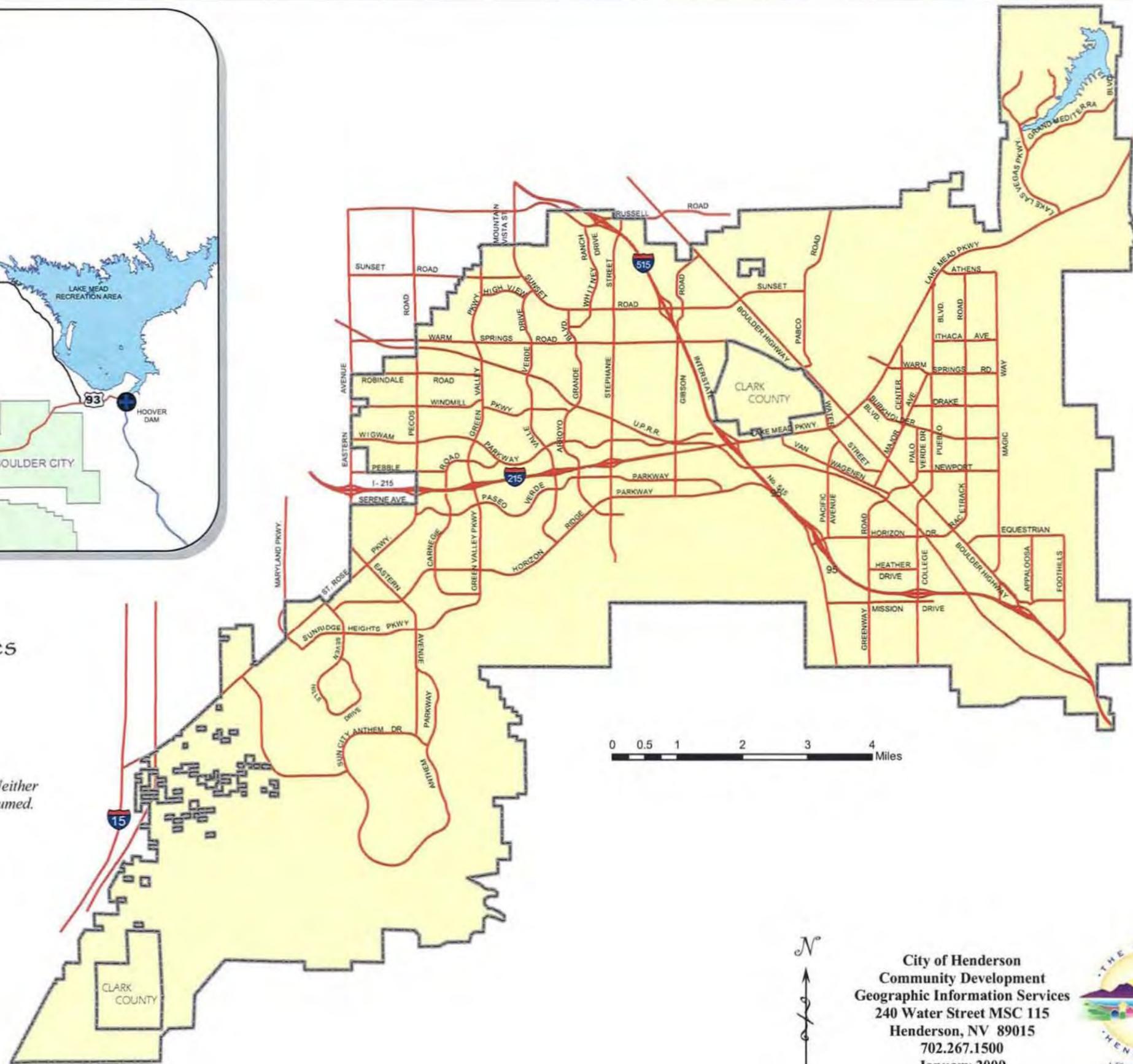
City of Henderson & Surrounding Communities

Maps available on the web:
<http://www.cityofhenderson.com/>

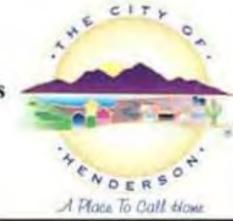
This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.

Based on Projected Coordinate System:
 NAD83, StatePlane NV East FIPS 2701 Feet

FIGURE 3-1
CITY OF HENDERSON
CITY BOUNDARIES
 INFORMATION IS SUBJECT TO CHANGE.



City of Henderson
 Community Development
 Geographic Information Services
 240 Water Street MSC 115
 Henderson, NV 89015
 702.267.1500
 January 2009



HENDERSON STREETS

1,986,146 people and is forecasted to grow to 3,332,000 people by the year 2027 based on an average annual forecasted growth rate of 2.2%³.

3.2 Overview of Past, Existing, and Future Conditions

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

3.2.1 Population

Population growth in the City of Henderson has increased 75% since 1990, placing the city among the top fastest growing cities in the nation. As of January 1, 2009, the population estimate for the City of Henderson was 273,804 people, an increase of about 88,000 people since the year 2000. Population forecasts based on the potential for growth within the city's boundaries predict the population to grow to about 468,100 people by 2035.⁴

3.2.2 Land Use

3.2.2.1 Past and Existing Land Use

The Henderson town site was incorporated in 1953 after it was created to house people hired to work at the Basic Magnesium plant built 10 years earlier to supply magnesium for the manufacture of munitions and airplane parts during World War II. The size of the new City of Henderson at that time was about 13 square miles containing a population of about 7,410 people. The city's limits have steadily expanded in the past five decades, substantially increasing in the past eight years from 79.7 square miles in the year 2000 to about 104 square miles as of November 2008. With the city's expansion, land uses have diversified from the existing industrial/business park core to a mix of commercial, retail, office, single- and multi-family residential, public services, recreational, and open space uses (see Figure 3-2, Existing Zoning and Table 3-1, COH Land Use Codes). Redevelopment of the downtown Henderson city core to attract businesses and residents has also been an important component of community land use planning, with various projects completed and proposed to improve the visual appeal and motorized/non-motorized access to and within the downtown area.

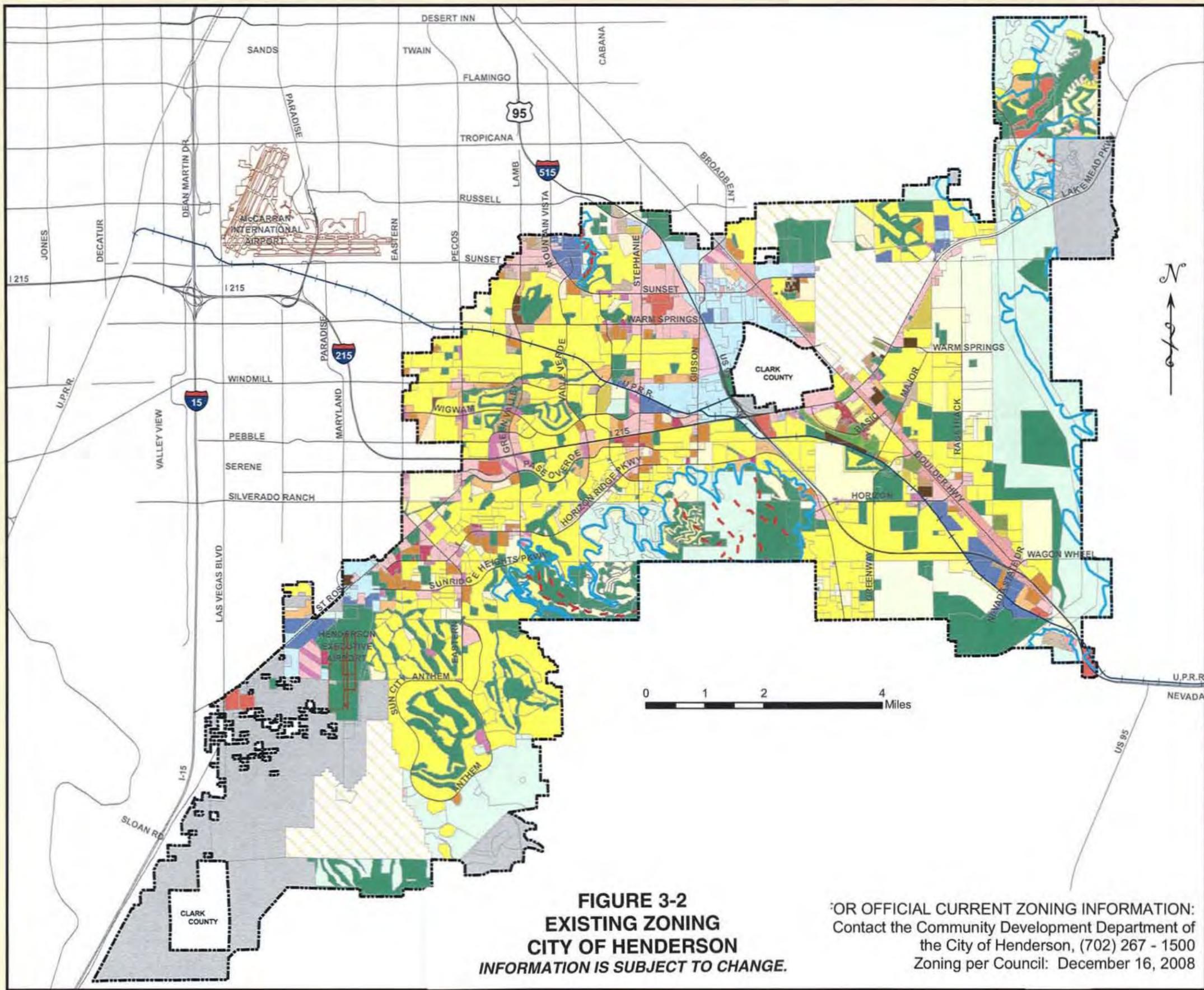
Along with the expansion of the city, the transportation infrastructure has and is continuing to expand⁵. Within the City of Henderson, Lake Mead Parkway, west and east of Boulder Highway, serves as a major corridor locally connecting residential neighborhoods, industrial and business parks, commercial centers, downtown

³ Source: *Population Forecast 2000-2035*, Clark County Comprehensive Planning and the Center for Business and Economic Research, University of Nevada, Las Vegas

⁴ Source: *Historical Population Summary Worksheet*, Clark County, NV
http://www.accessclarkcounty.com/depts/comprehensive_planning/demographics/Documents/CCHistoricalPopSummaryWorksheet1990toPresent.pdf

⁵ Source: *Master Streets and Highways Plan Map, General Reference Guide* produced by the City of Henderson Community Development, Geographic Information Services for the City Council Meeting, January 6, 2009

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**FIGURE 3-2
EXISTING ZONING
CITY OF HENDERSON
INFORMATION IS SUBJECT TO CHANGE.**

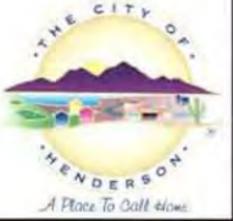
FOR OFFICIAL CURRENT ZONING INFORMATION:
Contact the Community Development Department of
the City of Henderson, (702) 267 - 1500
Zoning per Council: December 16, 2008

EXISTING ZONING

- | | | | |
|--|-------|--|------|
| | DRL | | RX-5 |
| | DRM | | RX-8 |
| | DRH | | CA |
| | DHC | | CC |
| | DCC | | CH |
| | DP | | CM |
| | RS-1A | | CN |
| | RS-2 | | CO |
| | RS-4 | | CT |
| | RS-6 | | PC |
| | RM-8 | | IG |
| | RM-10 | | IL |
| | RM-16 | | IP |
| | RH-20 | | DH |
| | RH-24 | | PS |
| | RH-30 | | CNTY |
| | RH-36 | | |
- 15% Slope
- Sensitive Ridge

This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed.

City of Henderson
Community Development
Geographic Information Services
240 Water Street MSC 115
Henderson, NV 89015
702.267.1500
January 2009



**Table 3-1
City of Henderson
Land Use and Zoning Codes
(Key to Figure 3-2)**

Source: City of Henderson Community Development Department

Code	Land Use Description
DRL	Downtown Low-Density Residential
DRM	Downtown Medium-Density Residential
DRH	Downtown High-Density Residential
DHC	Downtown Highway Commercial
DCC	Downtown Core Commercial
DP	Downtown Public
RS-1A	Single Family (1 unit per gross acre)
RS-2	Single Family (2 units per gross acre)
RS-4	Single Family (4 units per gross acre)
RS-6	Single Family (6 units per gross acre)
RM-8	Multi Family (8 units per gross acre)
RM-10	Multi Family (10 units per gross acre)
RM-16	Multi Family (16 units per gross acre)
RH-20	Multi Family (20 units per gross acre)
RH-24	Multi Family (24 units per gross acre)
RH-30	Multi Family (30 units per gross acre)
RH-36	Multi Family (36 units per gross acre)
RX-5	Trailer Estate (5 units per gross acre)
RX-8	Trailer Estate (8 units per gross acre)
CA	Auto Mall Commercial
CC	Community Commercial
CH	Highway Commercial
CM	Mixed Commercial
CN	Neighborhood Commercial
CO	Commercial Office
CT	Tourist Commercial
PC	Planned Community
IG	General Industrial
IL	Limited Industrial
IP	Industrial Park
DH	Development Holding
PS	Public/Semipublic
CNTY	Clark County Zoning

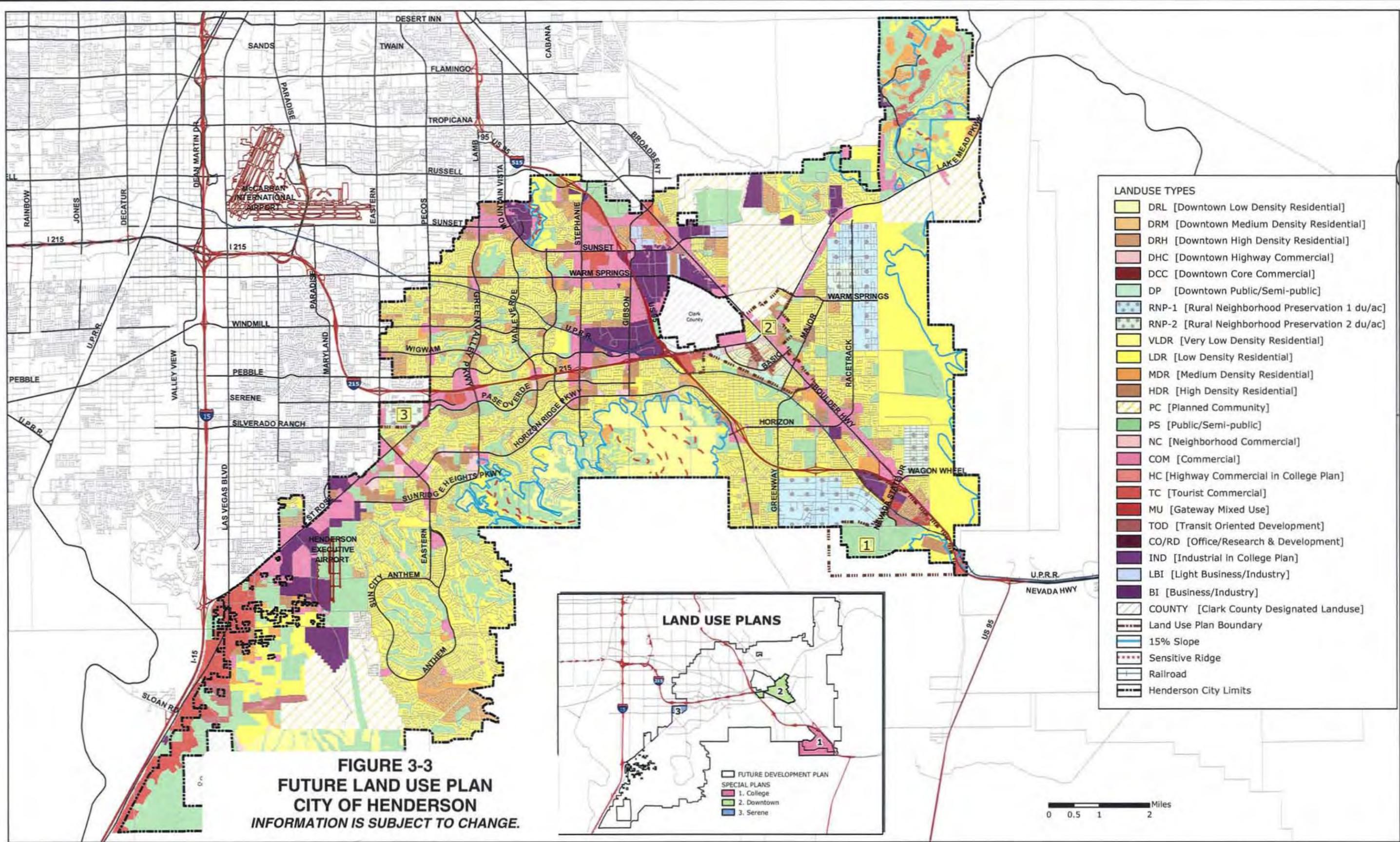
Henderson, and Master Planned Communities (MPCs). Lake Mead Parkway provides access to other major regional transportation facilities including Boulder Highway, Interstate 215, Interstate 515, US 95/US 93 and serves as the western gateway to the Lake Mead National Recreation Area, a significant COH and regional recreation/visitor destination frequently generating high traffic volumes on weekends and holidays.

Traffic is expected to generally increase on Lake Mead Parkway due to the overall expected population growth within the City of Henderson. Traffic is also expected to increase from growth generated by the MPCs (Section 2.2.2, Social Considerations, Figure 2-2) directly impacting Lake Mead Parkway traffic volume and operations as these mixed-use developments begin or continue to expand. As of January 1, 2009, the projected population of these five MPCs (Cadence, Calico Ridge, Lake Las Vegas, Tuscany, and Weston Hills) alone is expected to grow to almost 42,000 people when built out. Future MPC development of the former Three Kids Mine site situated adjacent to and south of the Lake Mead Parkway at the eastern limits of the proposed project would also impact Lake Mead Parkway in terms of traffic volumes and roadway access.

Other pockets of commercial/residential development are also planned along the Lake Mead Parkway and Boulder Highway corridors, filling in vacant, developable land. The City of Henderson's Master Streets and Highways Plan shows Henderson's street system generally developing/expanding to the north of the Lake Mead Parkway and I-215 corridors and to the south of St. Rose Parkway. Some of these arterial streets would directly connect to Boulder Highway (i.e., Warm Springs Road) from Lake Mead Parkway, converting vacant land to transportation and other urban land uses. In the St. Rose Parkway area, arterial streets would carry traffic to I-15, connecting at potential future interchange locations where identified in the COH transportation plan.

3.2.2.2 Future Residential/Commercial Land Uses

Future land uses within the vicinity of the proposed project are not planned to substantially differ from present land uses. According to the COH Future Land Use Plan map (Figure 3-3), predominately commercial uses (Downtown Highway Commercial—DHC) are planned adjacent to and south of the Lake Mead Parkway corridor, transitioning into low/medium residential and Rural Neighborhood Preservation (RNP) areas. About 4,700 acres adjacent to and north of the Lake Mead Parkway corridor are designated for mixed-use planned community (PC) development. Smaller pockets of land are designated for business and industry (BI) use within the general area, but only one of these is adjacent to and north of the roadway at the eastern end of the proposed project. It is likely that some land uses may be converted to transportation uses depending on future decisions to expand/improve the local/regional roadway network.



**FIGURE 3-3
FUTURE LAND USE PLAN
CITY OF HENDERSON
INFORMATION IS SUBJECT TO CHANGE.**



- LANDUSE TYPES**
- DRL [Downtown Low Density Residential]
 - DRM [Downtown Medium Density Residential]
 - DRH [Downtown High Density Residential]
 - DHC [Downtown Highway Commercial]
 - DCC [Downtown Core Commercial]
 - DP [Downtown Public/Semi-public]
 - RNP-1 [Rural Neighborhood Preservation 1 du/ac]
 - RNP-2 [Rural Neighborhood Preservation 2 du/ac]
 - VLDR [Very Low Density Residential]
 - LDR [Low Density Residential]
 - MDR [Medium Density Residential]
 - HDR [High Density Residential]
 - PC [Planned Community]
 - PS [Public/Semi-public]
 - NC [Neighborhood Commercial]
 - COM [Commercial]
 - HC [Highway Commercial in College Plan]
 - TC [Tourist Commercial]
 - MU [Gateway Mixed Use]
 - TOD [Transit Oriented Development]
 - CO/RD [Office/Research & Development]
 - IND [Industrial in College Plan]
 - LBI [Light Business/Industry]
 - BI [Business/Industry]
 - COUNTY [Clark County Designated Landuse]
 - Land Use Plan Boundary
 - 15% Slope
 - Sensitive Ridge
 - Railroad
 - Henderson City Limits

0 0.5 1 2 Miles



This map is offered as a general reference guide only. Neither warranty of accuracy is intended nor should any be assumed. Land Use data per City Council: 01/06/2009. //gis/workareas/landuse/mxds/all_landuse_11x17

Future Land Use Plan for the City of Henderson, Nevada



Community Development
Geographic Information Services
(702) 267 - 1500
January 2009

3.3 Analysis of Potential Impacts

The proposed Lake Mead Parkway Improvements project would not pose indirect impacts or contribute to cumulative impacts on the following socioeconomic and environmental elements:

- Noise
- Hazardous Materials
- Water Quality
- Environmental Justice
- Air Quality
- Social Considerations
- Floodplain and Hydrologic Resources
- Biological Resources
- Cultural Resources

The proposed improvements would not result in direct conversion of any existing land uses. It is unlikely that 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 in the project area that is underway or planned would occur without the improvements to Lake Mead Parkway. Future land uses and development along the Lake Mead Parkway corridor are consistent with the city's desired future development of the area relative to housing density, intensity of commercial/industrial development, and development of the local transportation network as described in the approved planning documents.

The national economic downturn, expected to continue into the near future, has negatively affected real estate/housing markets and the rate of population, business, and employment growth throughout the Las Vegas Valley. While growth in the COH and other Las Vegas Valley areas is expected to continue, the rate at which it occurs is likely to slow. This is supported by recently released population statistics dropping Nevada, with most of its growth driven by the Las Vegas Valley, from the number one fastest growing state in the nation as of July 1, 2007 to the eighth fastest growing state as of July 1, 2008.

3.4 Conclusion

The proposed improvements will positively impact the local area by providing sufficient roadway capacity to accommodate future traffic volumes, safely accommodate alternate non-motorized transportation modes, and improve local and regional connectivity and access.

Based on the NEPA analysis presented in Section 2 of this document and the mitigation measures to be implemented during construction, it has been determined that the proposed Lake Mead Parkway Improvements Project would not directly or indirectly impact natural or social resources of concern, nor would it incrementally add to the cumulative impacts of development in the adjacent areas. The proposed project is consistent with the long-range transportation and development plans envisioned for the City of Henderson.

4. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

4.1 Intent-to-Study Letter

The letter reproduced in Appendix B was sent to the agencies and individuals listed immediately following the letter. This correspondence notified the recipients of NDOT's intention to study the proposed project, invited comments, and advised them of the scheduled informational meeting. Initiating the National Environmental Policy Act (NEPA) process for the proposed project. Responses to the Intent-to-Study letter were received from various people and agencies. Comments and responses are summarized for each of the public meetings held. Copies of verbatim written and oral comments follow the summary.

4.2 Informational Meetings

A public information meeting was held October 11, 2006 from 4:00 p.m. to 7:00 p.m. at the City of Henderson City Hall, Council Chambers, Henderson, Nevada. The meeting was conducted in an open-house format prior to and following a presentation by the NDOT project manager at 5:30 p.m.. Representatives from NDOT explained the proposed project and invited comments from those in attendance. Written and verbal statements submitted during the informational meeting and open comment period are included in the project's public record. Forty-five people attended this meeting. A court reporter was present to transcribe comments from those who preferred to make an individual oral statement.

A second public information meeting was held April 24, 2007 in the same COH City Hall location and was again conducted in an open-house format prior to and following a presentation by the NDOT project manager at 5:30 p.m.. A court reporter was available to take oral comments and NDOT representatives were available to explain the project and answer questions. Twelve people attended this meeting.

Finally, a Neighborhood Information Meeting was held August 26, 2008 to provide information and receive comments from residents in neighborhood areas that would potentially be affected by proposed modifications to the frontage roads within the Lake Mead Parkway right-of-way between Burkholder Boulevard and Mohawk Avenue. This was an informal, open-house meeting. Comments were requested in writing or by e-mail. About 600 meeting notices were directly mailed to residents; fifteen people attended this meeting.

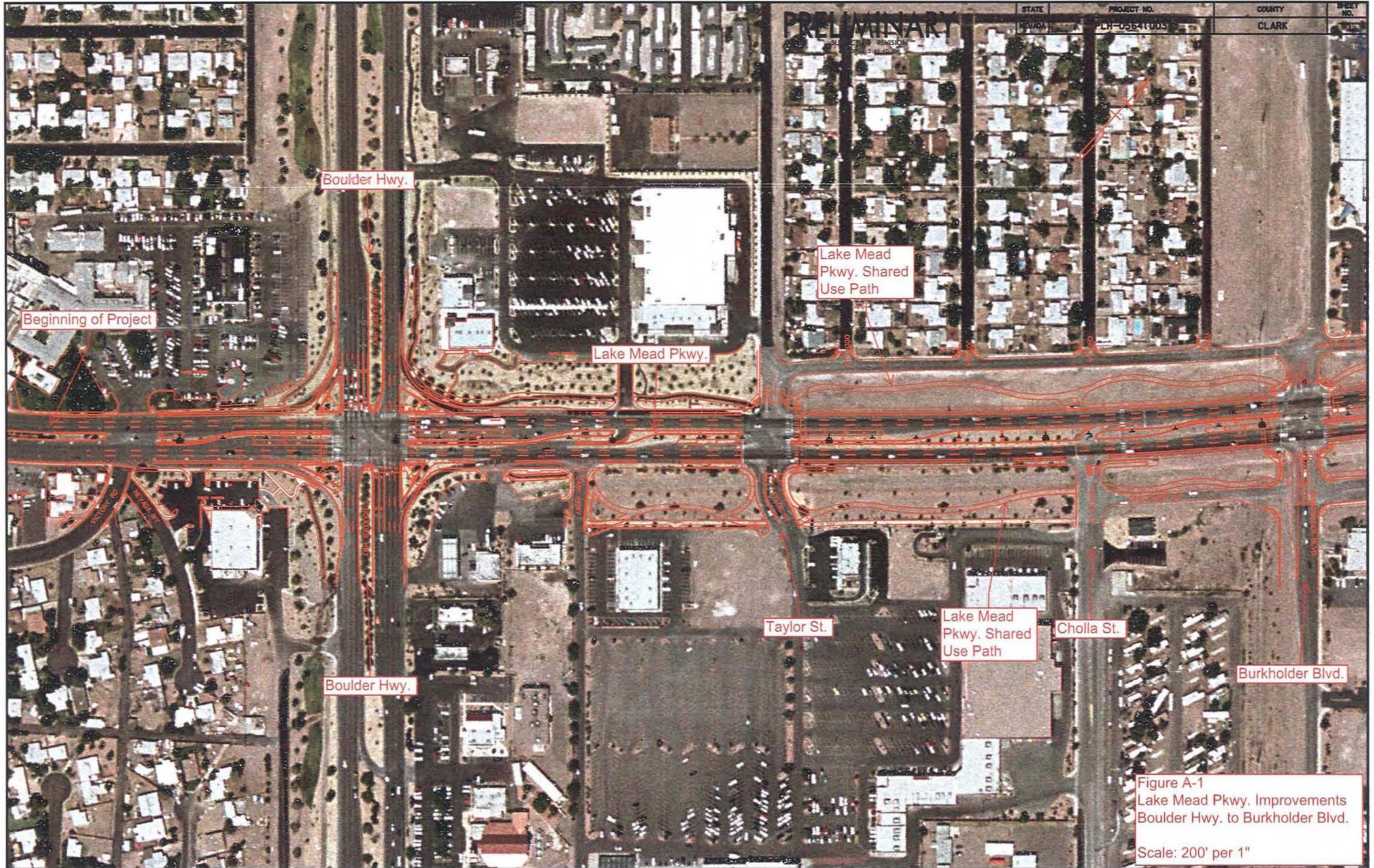
A summary of written and oral comments and responses for each of the above meetings is presented in Appendix C, followed by the verbatim text or oral transcript for reference.

APPENDIX A

LAKE MEAD IMPROVEMENTS PROJECT

**Boulder Highway to Lake Mead National
Recreational Area Entrance**

FIGURES



PRELIMINARY

SUBJECT TO REVISION
4/2/2009 9:51 AM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-056 (003)	CLARK	2

Lake Mead Pkwy. Shared Use Path

Country Club Dr.

Burkholder Blvd.

Ivy St.

Lake Mead Pkwy. Shared Use Path

Ash St.

Warm Springs Rd.

Figure A-2
Lake Mead Pkwy. Improvements
Burkholder Blvd. to Warm Springs Rd.

Scale: 200' per 1"



PRELIMINARY

SUBJECT TO REVISION
12/2009 4:02:44 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	RLH-0564 (003)	CLARK	3



Figure A-3
Lake Mead Pkwy. Improvements
Warm Springs Rd. to Navajo Dr.
Scale: 200' per 1"

PRELIMINARY
SUBJECT TO REVISION
4/2/2019 4:00:45 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	4

Lake Mead Pkwy. Shared Use Path

Mohawk Dr.

Pawnee Ln.

Lake Mead Pkwy. Shared Use Path

Figure A-4
Lake Mead Pkwy. Improvements
Pawnee Ln. To Mohawk Dr.
Scale: 200' per 1"



PRELIMINARY

SUBJECT TO REVISION
12/20/09 4:07:30 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	5



Figure A-5
Lake Mead Pkwy. Improvements
Berlin Ave. area
Scale: 200' per 1"

PRELIMINARY
SUBJECT TO REVISION
4/22/09 4:14:06 PM

SHEET NO.	PROJECT NO.	COUNTY	SHEET
1	LH-0564-003	CLARK	1



Duncan Way

Lake Mead Pkwy. Shared Use Path

Olsen St.

Calico Ridge Dr.

Athens Ave.

Lake Mead Pkwy. Shared Use Path

Figure A-6
Lake Mead Pkwy. Improvements
Athens/Olsen to Calico Ridge Dr.
Scale: 200' per 1"



PRELIMINARY
SUBJECT TO REVISION
4/22/09 4:25:33 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	8

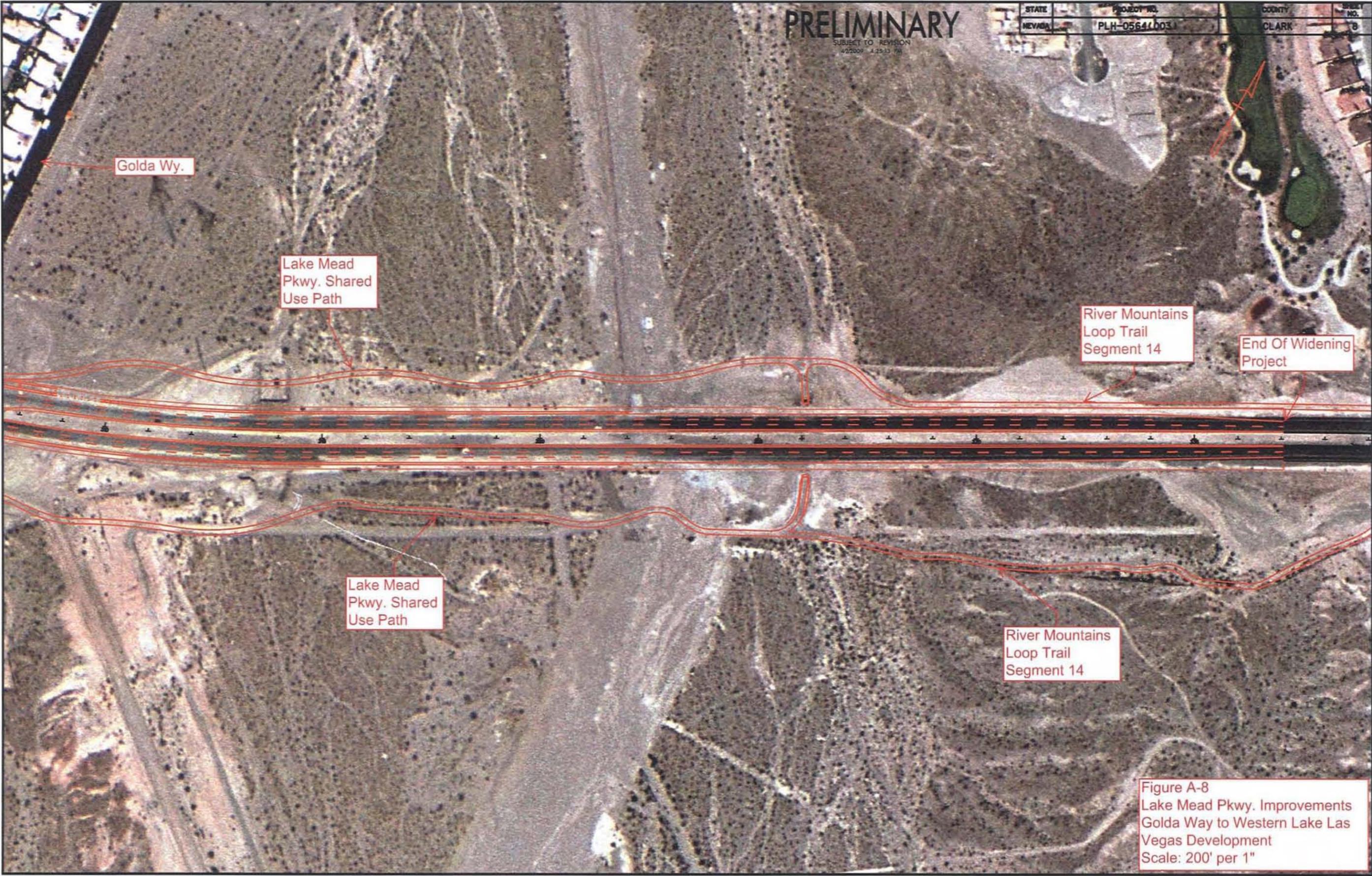


Figure A-8
Lake Mead Pkwy. Improvements
Golda Way to Western Lake Las
Vegas Development
Scale: 200' per 1"



PRELIMINARY

SUBJECT TO REVISION
4/2/2009 3:44:41PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	10

River Mountains
Loop Trail
Segment 14

Figure A-10
Lake Mead Pkwy. Improvements
Scale: 200' per 1"



PRELIMINARY
SUBJECT TO REVISION
4/2/2009 4:46:20 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564 (003)	CLARK	11

River Mountains
Loop Trail
Segment 14

Figure A-11
Lake Mead Pkwy. Improvements
Scale: 200' per 1"



PRELIMINARY

SUBJECT TO REVISION
4/20/09 4:47:31 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-Q56410031	CLARK	12



River Mountains
Loop Trail
Segment 14

Lake Mead Pkwy.

Pyrenees

Figure A-12
Lake Mead Pkwy. Improvements
Lake Mead Blvd. area
Scale: 200' per 1"

PRELIMINARY

SUBJECT TO REVISION
02/2009 3:45:33 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	13



Entrance to the Lake
Mead National
Recreation Area



Figure A-13
Lake Mead Pkwy. Improvements
Entrance to The Lake Mead
National Recreation Area

Scale: 200' per 1"



**SOUTHWICK
LANDSCAPE
ARCHITECTS**

12 Commerce Center Dr.
Suite D-44
Henderson, NV 89014

Phone: 702 597 3108
Fax: 702 597 3177

STAMP

CONSULTANT

**RMLT 13, 14 &
EQUESTRIAN TRAILHEAD**
HENDERSON, NEVADA

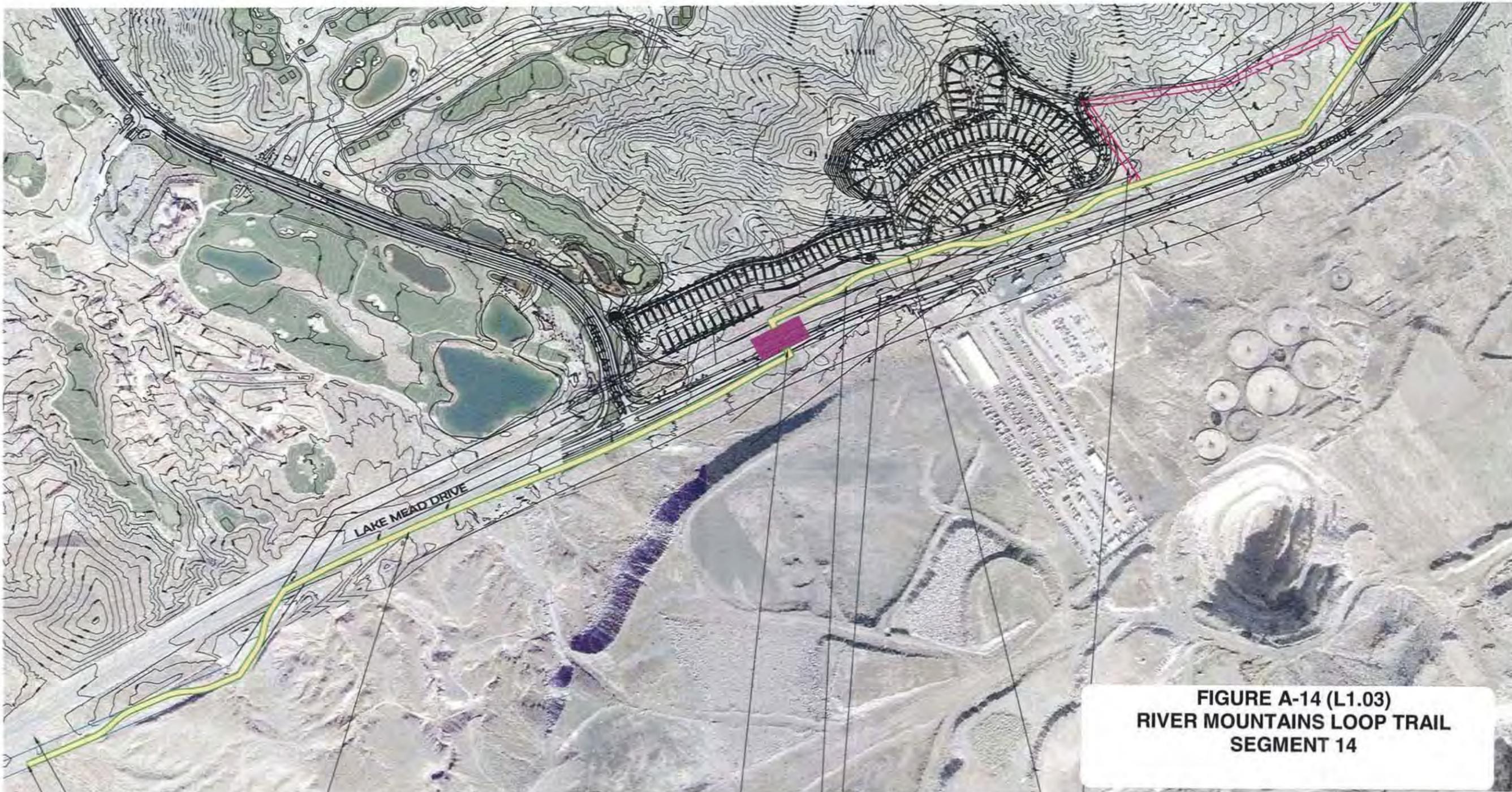
REVISIONS

SHEET CONTENTS:
**RMLT
SEGMENT 14
MASTER PLAN**

DRAWN BY: **ESJ**
REVIEWED BY: **SAR**
DATE: **OCTOBER 4, 2006**
PROJECT NO: **06-030**

SHEET:

L1.03



**FIGURE A-14 (L1.03)
RIVER MOUNTAINS LOOP TRAIL
SEGMENT 14**

EXISTING CULVERT CROSSING
EXISTING TRAIL CROSSING UNDER LAKE MEAD DRIVE. PROTECT IN PLACE. PROPOSED NEW CULVERT CROSSINGS TO BE SIMILAR.

ORIGIN SEGMENT 14
POINT OF ORIGIN FOR RMLT SEGMENT 14 AT THE APPROXIMATE TERMINATION OF RMLT SEGMENT 13.
TRAIL CORRIDOR
±30' TRAIL CORRIDOR TO FOLLOW ADJACENT TO EXISTING LAKE MEAD DRIVE RIGHT-OF-WAY ON SOUTH SIDE OF ROAD WHERE SHOWN.

CULVERT CROSSING
LAKE MEAD CULVERT TRAIL CROSSING IN APPROXIMATE AREA SHOWN. SEE LEGEND. EXACT LOCATION TO BE DETERMINED. CULVERT TO HAVE SIMILAR CROSSING AS PHOTO BELOW.



BMI PIPELINE EASEMENT
TRAIL CORRIDOR TO BE CONSTRUCTED WITHIN THE BMI PIPELINE EASEMENT WITHIN THREE KIDS MINE PROPERTY LIMITS FOR THIS PORTION OF THE TRAIL ALIGNMENT.

PROPERTY LINE
ASSUMED PROPERTY LINE.

TRAIL CORRIDOR
TRAIL CORRIDOR TO HAVE A RELAXED MEANDER AS SHOWN (TYP).

TRAIL CORRIDOR OPTION
THE TRAIL CORRIDOR OPTION IS ADJACENT TO THE NEW DEVELOPMENT AND WORKS WITH THE PROPOSED GRADES. THIS OPTION PARALLELS THE EXISTING THREE KIDS MINE PROPERTY.

RMLT SEGMENT 14:

THE LANDSCAPE DESIGN FOR THE RMLT SEGMENT 14 INCLUDES ALIGNMENT OF A 30' MULTI-USE TRAIL CORRIDOR WITH TWO CULVERT CROSSINGS ALONG LAKE MEAD DRIVE. ONE CROSSING NEAR THE LAKE LAS VEGAS ENTRANCE AND ONE NEAR THE LAKE MEAD RECREATION AREA ENTRANCE. A TRAIL EXPERIENCE IS CREATED BY FOLLOWING THE EXISTING SITE TOPOGRAPHY AND SITE FEATURES. THE LANDSCAPE WILL BE DESIGNED WITH MAINTENANCE AND SECURITY IN MIND.

CONSTRUCTION OF RMLT SEGMENT 14, INCLUDES BUT NOT LIMITED TO THE FOLLOWING ITEMS:

PLANT MATERIAL
NATIVE VEGETATION WHERE IT OCCURS WITH NO ADDITIONAL PLANTING.

SEGMENT 14 TRAIL
ALIGNMENT OF MULTI-USE TRAIL INCLUDES A 12' WIDE GRADED TRAIL MADE OF 2" ASPHALTIC CONCRETE PAVING WITH TYPE II BASE MATERIAL AND A 6" WIDE EQUESTRIAN TRAIL. THE OVERALL MULTI-USE TRAIL CORRIDOR IS ±30'-36' ACROSS. WAY FINDING SIGNAGE WILL BE PROVIDED ALONG THE TRAIL SEGMENT AND BOULDER RETAINING WALLS WILL BE ADDED WHERE NEEDED. TWO CULVERT CROSSINGS INCLUDE ONE NEAR LAKE LAS VEGAS ENTRANCE WITH A 12" HIGH AND 200' LONG HORSE CROSSING CULVERT AND ANOTHER NEAR THE LAKE MEAD RECREATION AREA ENTRANCE WITH A 12" HIGH AND 100' LONG HORSE CROSSING CULVERT. THE MULTI-USE TRAIL CORRIDOR TO BE CONSTRUCTED FOR THE CITY OF HENDERSON'S CURRENT LANDSCAPE DESIGN CRITERIA AND TRAIL STANDARDS.

RMLT SEGMENT 14: TRAIL CORRIDOR OPTION

THE TRAIL CORRIDOR OPTION IS AN ALTERNATIVE TO THE BMI PIPELINE ALIGNMENT. THE NEW TRAIL ALIGNMENT IS ADJACENT TO THE THREE KIDS MINE PROPERTY ON THE WEST SIDE OF LAKE MEAD DRIVE. AT THREE KIDS MINE PROPERTY THE PREFERRED TRAIL ALIGNMENT IS TO FOLLOW THE BMI PIPELINE. ALL TRAIL AMENITIES AND COMPONENTS WILL FOLLOW THE COH'S CURRENT LANDSCAPE DESIGN CRITERIA AND TRAIL STANDARDS.

ALTERNATES

THE ALTERNATES ARE FOR SEGMENT 14 AND THE TRAIL CORRIDOR OPTION.

ALTERNATE #1: FENCING

THE FENCING ALTERNATE WOULD ADD A 4" TALL METAL FENCE WITH POSTS BETWEEN THE MULTI-USE TRAIL AND THE EQUESTRIAN TRAIL AS A BARRIER. APPROXIMATELY 1/2 METAL FENCING MANUAL VEHICLE GATES WILL BE PROVIDED ALONG THE TRAIL FOR ACCESS BETWEEN TRAILS. SEE PLAN AND SECTION L1.04.

ALTERNATE #2: LANDSCAPING

THE LANDSCAPE ALTERNATE WILL ADD PLANTING AND IRRIGATION TO TRAIL SEGMENT 14. THE PLANTING WILL PROVIDE SHADE AND VISUAL INTEREST ALONG THE TRAIL SEGMENT. A DESERT ADAPTED PLANT PALETTE WILL CONSIST OF (2-40') 2-4" BOX TREES AND (6,000) FIVE GALLON SHRUBS AND GROUNDCOVERS. THE PLANT MATERIALS WILL BE IRRIGATED BY A DRIP IRRIGATION SYSTEM. WATER IS APPLIED DIRECTLY TO THE ROOT ZONE OF THE PLANTS AND THE AMOUNT OF WATER CAN BE STRICTLY CONTROLLED THROUGH THE IRRIGATION CONTROLLER. IRRIGATION COMPONENTS WILL BE SPECIFIED TO MATCH THE CITY OF HENDERSON IRRIGATION SYSTEM STANDARDS. SEE PLAN AND SECTION, SHEET L1.04.

ALTERNATE #3: LIGHTING

THE LIGHTING ALTERNATE ADDS NEW ELECTRICAL SERVICE, DISTRIBUTION TO LIGHTING AND SITE LIGHTING ALONG THE TRAIL SEGMENT. THE SITE LIGHTING CONSISTS OF 120 METAL HALIDE LIGHTING FIXTURES ON 8' TALL METAL POLLS WITH A FOUNDATION. METAL HALIDE LIGHTS TO BE 5 FOOT CANDELS ON TRAIL AND 1 FOOT CANDELS AT INTERSECTIONS. LIGHTING COMPONENTS AND SYSTEM WILL BE SPECIFIED TO MATCH THE COH LIGHTING SYSTEMS STANDARDS. SEE PLAN AND SECTION, SHEET L1.04.

LEGEND

SYMBOL	DESCRIPTION
	RMLT 14 - PROPOSED 30'-0" WIDE TRAIL CORRIDOR
	RMLT 14 - PROPOSED 30'-0" WIDE TRAIL CORRIDOR - OPTION
	AREA FOR CROSSING LAKE MEAD DRIVE. TYPICAL CROSSING TO INCLUDE EXISTING LAKE MEAD DRIVE CROSSING AT THE END OF RMLT SEGMENT 13.
	APPROXIMATE LOCATION OF EXISTING 80'-0" WIDE BMI PIPELINE EASEMENT. TRAIL TO BE CONSTRUCTED WITHIN EASEMENT WHERE POSSIBLE. ALL TRAIL IMPROVEMENTS TO BE MINIMUM OF 10'-0" HORIZONTAL FEET FROM EDGE OF BMI PIPELINE.



SCALE: 1" = 200'



**FIGURE A-15 (L1.04)
RIVER MOUNTAINS LOOP TRAIL
SEGMENT 14**

CULVERT CROSSING
LAKE MEAD CULVERT TRAIL CROSSING IN APPROXIMATE AREA SHOWN. SEE LEGEND. EXACT LOCATION TO BE DETERMINED. CULVERT TO HAVE SIMILAR CROSSING AS PHOTO BELOW, WHICH IS EXISTING AT THE TERMINATION OF RMLT SEGMENT 13.

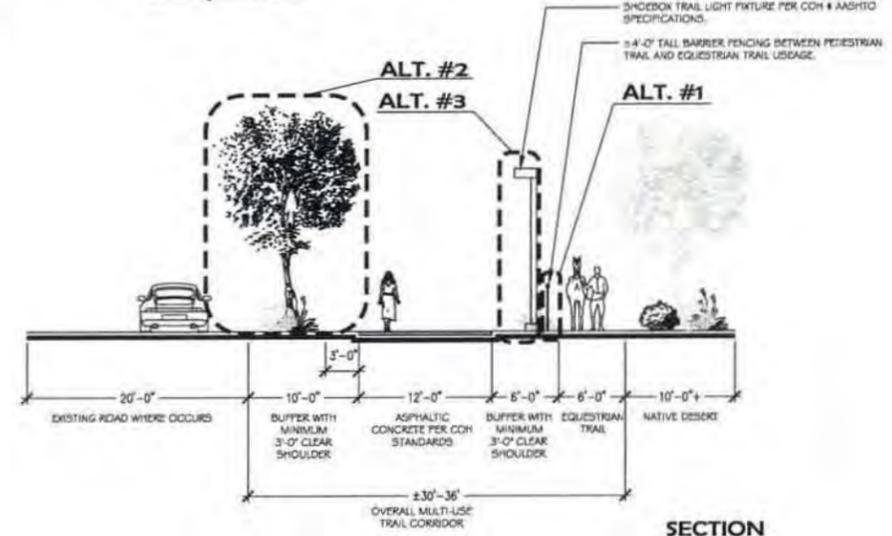
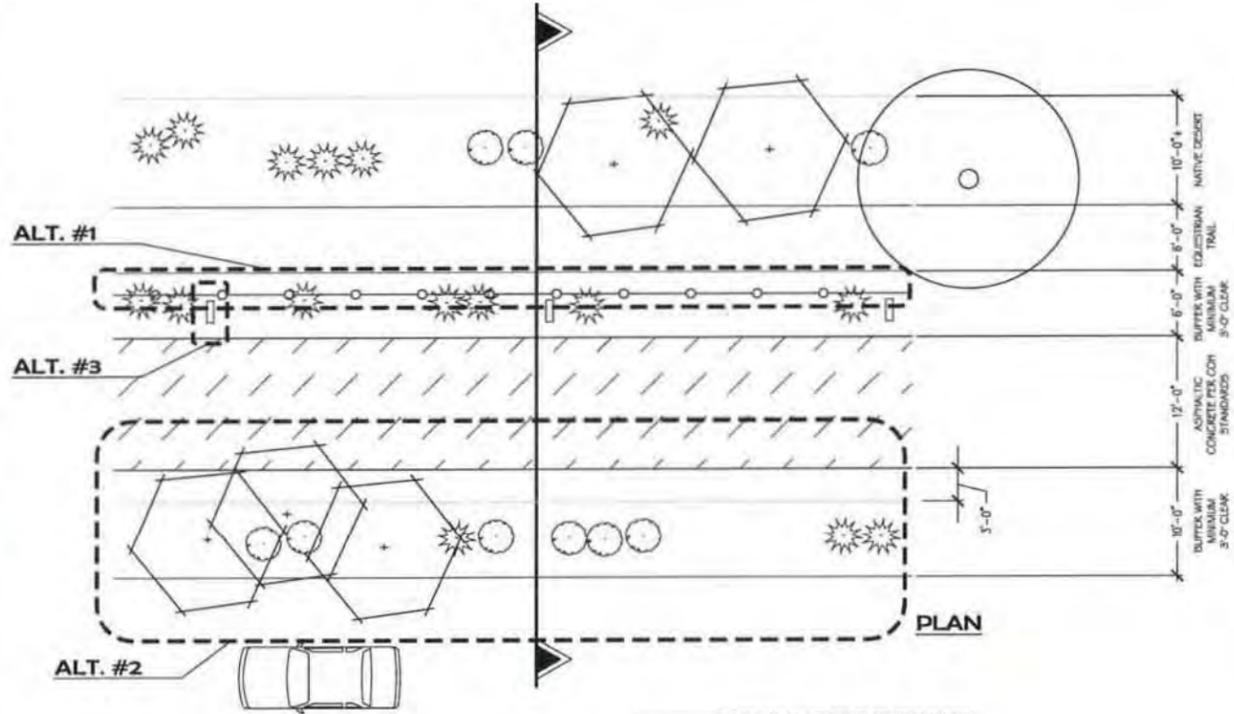


APPROXIMATE NPS TRAILHEAD
POINT OF ORIGIN FOR RMLT SEGMENT 14 AT EXISTING NPS TRAILHEAD. VERIFY IN FIELD. NPS CONTACT: JIM HOLLAND 297-8996 FOR MORE INFORMATION.

TRAIL CORRIDOR
TRAIL CORRIDOR TO BE CONSTRUCTED WITHIN BLM PIPELINE EASEMENT AT TOE OF SLOPE BELOW ROAD.

LEGEND

SYMBOL	DESCRIPTION
	RMLT 14 - PROPOSED 30'-0" WIDE TRAIL CORRIDOR
	RMLT 14 - PROPOSED 30'-0" WIDE TRAIL CORRIDOR - OPTION
	AREA FOR CROSSING LAKE MEAD PARKWAY. TYPICAL CROSSING TO INCLUDE CULVERT TUNNEL TO MATCH EXISTING LAKE MEAD CROSSING AT THE END OF RMLT SEGMENT 13.
	APPROXIMATE LOCATION OF EXISTING 80'-0" WIDE BLM PIPELINE EASEMENT. TRAIL TO BE CONSTRUCTED WITHIN EASEMENT WHERE POSSIBLE. ALL TRAIL IMPROVEMENTS TO BE MINIMUM OF 1'-0" HORIZONTAL FEET FROM EDGE OF BLM PIPELINE.



**SOUTHWICK
LANDSCAPE
ARCHITECTS**

12 Commerce Center Dr.
Suite D-44
Henderson, NV 89014
Phone: 702.597.3108
Fax: 702.597.3177

STAMP:
CONSULTANT:

**RMLT 13, 14 &
EQUESTRIAN TRAILHEAD**
HENDERSON, NEVADA

REVISIONS:

SHEET CONTENTS:
**RMLT
SEGMENT 14
MASTER PLAN**

DRAWN BY: EJI
REVIEWED BY: SAR
DATE: OCTOBER 4, 2006
PROJECT NO: 06-030

SHEET: **L1.04**

APPENDIX B

INTENT-TO-STUDY LETTER and MAILING LIST



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

KENNY C. GUINN
 Governor

JEFF FONTAINE, P.E., Director

September 22, 2006

In Reply Refer to:

**Intent-to-Study
 Lake Mead Parkway and Lake Las Vegas Parkway Intersection
 Proposed Improvements
 Henderson, NV
 EA 73263**

To Whom It May Concern:

The Nevada Department of Transportation, in cooperation with the Federal Highway Administration and the City of Henderson, is proposing transportation improvements to Lake Mead Parkway, State Route (SR) 564, from Boulder Highway (SR 582) east to Lake Las Vegas Parkway.

The proposed improvements to SR 564 include widening from four to six lanes and improving the traffic movements at the Lake Las Vegas Parkway intersection.

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 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. Noise Levels |
| 3. Air Quality | 11. Safety |
| 4. Archaeological Resources | 12. Social Considerations |
| 5. Geology | 13. Vegetation |
| 6. Hazardous Waste | 14. Water Quality and Hydrology |
| 7. Historic Buildings | 15. Wildlife and Wildlife Refuges |
| 8. Land Use | |

An Informational Meeting will be held on **Wednesday, October 11, 2006** from 4:00 p.m. to 7:00 p.m. to inform you, as interested individuals, groups, and agencies, about the project and to receive your comments and suggestions (Please see the enclosed Transportation Notice for additional information.) Before and after the presentation and comment period, the meeting will be open format so that you have the opportunity to discuss or ask questions about the project with representatives individually.

We would appreciate receiving any response you may have by **5 p.m., Friday, October 27, 2006**. If no response is received, the department will assume you foresee no potential impacts in your particular area of responsibility or interest. Comments or questions regarding the proposed project may be addressed to:

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

Sincerely,

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



TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING

PURPOSE OF MEETING: The Nevada Department of Transportation, in cooperation with the Federal Highway Administration and the City of Henderson, is conducting a Public Information Meeting to provide project information and receive comments on the proposed transportation improvements to the Lake Mead Parkway corridor, State Route (SR) 564, and the intersection with Lake Las Vegas Parkway.

The proposed improvements to SR 564 include widening from four to six lanes and improving the traffic movements at the Lake Las Vegas Parkway intersection.

WHEN AND WHERE: The Public Information Meeting will be held on **Wednesday, October 11, 2006** from 4:00 p.m. to 7:00 p.m. in the Council Chambers at the City of Henderson's City Hall, 240 Water Street, Henderson, NV 89009.

WHY: Planned development along the Lake Mead Parkway corridor and in the Lake Las Vegas area has increased commuter traffic. Future traffic growth will reduce the capacity of the roadway resulting in a breakdown of traffic flow. The purpose of this project is to provide sufficient roadway capacity to accommodate current and future traffic volumes and to reduce vehicle conflicts at the Lake Las Vegas Parkway intersection.

WHERE YOU COME IN: You are invited to attend the Public Information Meeting between 4:00 p.m. and 7:00 p.m. There will be a brief presentation about the project at 5:30 p.m. followed by a short comment period. The meeting will be open format before and after the presentation to provide you with an opportunity to discuss the project with the project representatives individually. Comments may be submitted in writing on a comment sheet provided at the meeting or in person to a public stenographer who will be available throughout the meeting. In addition to any comments received at the meeting, written or email comments also will be accepted until 5:00 p.m., Friday, October 27, 2006. Please email your comments to info@dot.state.nv.us with a reference to the project in the subject line or submit your written comments to:

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

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, NV 89712; telephone: 775-888-7480.

General Information about the Public Information Meeting can be obtained from Patty Brisbin, Environmental Services Division, 1263 South Stewart Street, Carson City, NV 89712; telephone: 775-888-7688.

INTENT-TO-STUDY
Lake Mead Parkway Improvements
Mailing List

SUSAN KLEKAR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
705 NORTH PLAZA STREET SUITE 220
CARSON CITY NV 89701

JUAN PALMA FIELD MANAGER
BUREAU OF LAND MANAGEMENT
LAS VEGAS FIELD OFFICE
4701 N TORREY PINES
LAS VEGAS NV 89130-2301

US DEPARTMENT OF AGRICULTURE
NATURAL RESOURCES CONSERVATION
SERVICE
5820 PECOS ROAD SUITE 400
LAS VEGAS NV 89120-5432

ANGIE LARA
ASSOCIATE FIELD MANAGER
BUREAU OF LAND MANAGEMENT
LAS VEGAS FIELD OFFICE
4701 N TORREY PINES
LAS VEGAS NV 89130-2301

US DEPARTMENT OF AGRICULTURE
REGIONAL FORESTER
FOREST SERVICE REGION 4
324 25TH STREET
OGDEN UTAH 84401

JEFF STEINMETZ
ENVIRONMENTAL COORDINATOR
BUREAU OF LAND MANAGEMENT
LAS VEGAS FIELD OFFICE
4701 N TORREY PINES
LAS VEGAS NV 89130-2301

US DEPARTMENT OF AGRICULTURE
FOREST SERVICE
1200 FRANKLIN WAY
SPARKS NV 89431

MICHAEL JOHNSON
ENVIRONMENTAL COORDINATOR
BUREAU OF LAND MANAGEMENT
LAS VEGAS FIELD OFFICE
4701 N TORREY PINES
LAS VEGAS NV 89130-2301

US DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
PO BOX 10
PHOENIX ARIZONA 85001
US GEOLOGICAL SURVEY
WATER RESOURCES DIVISION
2730 N DEER RUN RD
CARSON CITY NV 89701

MARK CHANDLER
REALTY SPECIALIST
BUREAU OF LAND MANAGEMENT
LAS VEGAS FIELD OFFICE
4701 N TORREY PINES
LAS VEGAS NV 89130-2301

ROBERT V ABBEY DIRECTOR
US DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
PO BOX 12000
RENO NV 89520

STEVE ROBERTS CHIEF
US ARMY CORPS OF ENGINEERS
321 NORTH MALL DRIVE SUITE L-101
ST GEORGE UTAH 84790-7314

US DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
1111 JACKSON STREET SUITE 700
OAKLAND CA 94607-4807

U S DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
PO BOX 61470
BOULDER CITY NV 89006-1470

JOHN JAMROG
ENVIRONMENTAL COMPLIANCE
MANAGER
BUREAU OF RECLAMATION
PO BOX 61470
BOULDER CITY NV 89006-1470

US DEPARTMENT OF THE INTERIOR
REGIONAL ENVIRONMENTAL OFFICER
PACIFIC SOUTHWEST REGION
1111 JACKSON STREET #735
OAKLAND CA 94607-4807

US DEPARTMENT OF THE INTERIOR
REGIONAL DIRECTOR REGION 1
FISH AND WILDLIFE SERVICE
911 NE 11TH AVENUE
PORTLAND OREGON 97232-4181

DIRECTOR
DIVISION OF NEPA AFFAIRS
DEPARTMENT OF ENERGY
MAIL STATION E-201 GTN
WASHINGTON DC 20545

US DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
4701 N TORREY PINES
LAS VEGAS NV 89130

US DEPARTMENT OF TRANSPORTATION
CHIEF
AIRPORT DISTRICT OFFICE SSO-600
FEDERAL AVIATION ADMINISTRATION
831 MITTEN ROAD
BURLINGAME CALIFORNIA 94010

REGIONAL DIRECTOR
FEDERAL EMERGENCY MANAGEMENT
AGENCY
1111 BROADWAY SUITE 1200
OAKLAND CA 94607-4052

ZOFIA TARGOSZ
NEVADA STATE CLEARINGHOUSE
COORDINATOR/SPOC
209 E MUSSER ROOM 200
CARSON CITY NV 89710-4298

SIERRA CLUB
PO BOX 19777
LAS VEGAS NV 89132

NEVADA BELL
PO BOX 11010
RENO NV 89509

CENTRAL TELEPHONE
330 S VALLEY VIEW BOULEVARD
LAS VEGAS NV 89152

BRUCE WOODBURY DIRECTOR
REGIONAL TRANSPORTATION
COMMISSION OF SOUTHERN NEVADA
600 S GRAND CENTRAL PARKWAY
LAS VEGAS NV 89106-4512

FRANK LUCHETTI
SIERRA PACIFIC POWER COMPANY
PO BOX 10100
RENO NV 89510

SIERRA PACIFIC POWER COMPANY
C/O LAND DEPARTMENT
PO BOX 10100
RENO NV 89510

NEVADA POWER COMPANY
PO BOX 98910
LAS VEGAS NV 89151

SOUTHWEST GAS
ENGINEERING DEPARTMENT
PO BOX 1190
CARSON CITY NV 89702

SOUTHWEST GAS
PO BOX 98510
LAS VEGAS NV 89193-8510

BRUCE MACKEY
DEPARTMENT OF MOTOR VEHICLES
OFFICE OF TRAFFIC SAFETY
555 WRIGHT WAY
CARSON CITY NV 89711-0999

STATE NFIP COORDINATOR
NEVADA DIVISION OF WATER PLANNING
123 W NYE LANE SUITE 142
CARSON CITY NV 89706-0896

CHERYL BLUMSTROM
ASSOCIATED GENERAL CONTRACTORS
PO BOX 7578
RENO NV 89510-7578

ROBERT W HALL
NEVADA ENVIRONMENTAL COALITION
INC
10720 BUTTON WILLOW DRIVE
LAS VEGAS NV 89134

D BRADFORD HARDENBROOK
REGIONAL SUPERVISORY BIOLOGIST -
HABITAT
NEVADA DEPARTMENT OF WILDLIFE
1100 VALLEY ROAD
RENO NV 89512

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

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

ALFREDA MITRE CHAIRWOMAN
LAS VEGAS PAIUTE TRIBE
ONE PAIUTE DRIVE
LAS VEGAS NV 89106

DELTON TOM CHAIRMAN
MOAPA BAND OF PAIUTES
PO BOX 340
MOAPA NV 89025

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

RORY REID CHAIRMAN
COMMISSIONER DISTRICT G
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

CHIP MAXFIELD VICE CHAIRMAN
COMMISSIONER DISTRICT C
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

BRUCE L WOODBURY COMMISSIONER
DISTRICT A
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

TOM COLLINS COMMISSIONER
DISTRICT B
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

LAWRENCE WEEKLY COMMISSIONER
DISTRICT D
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

CHRIS GIUNCHIGLIANI COMMISSIONER
DISTRICT E
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

STEVEN D KIRK
COUNCILMAN WARD IV
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

SUSAN BRAGER COMMISSIONER
DISTRICT F
CLARK COUNTY COMMISSION
PO BOX 551601
LAS VEGAS NV 89155-1601

PHILLIP D SPEIGHT
CITY MANAGER
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

VIRGINIA VALENTINE
CLARK COUNTY MANAGER
PO BOX 551111
LAS VEGAS NV 89155-1111

CINDY S HERMAN
PUBLIC INFORMATION MANAGER
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

DENIS L CEDERBURG PE
CLARK COUNTY PUBLIC WORKS
DIRECTOR
PO BOX 554000
LAS VEGAS NV 89155-4000

ROBERT A MURNANE PE
PUBLIC WORKS DIRECTOR
CITY OF HENDERSON
PUBLIC WORKS ADMINISTRATION
240 WATER STREET MS 131
PO BOX 95050
HENDERSON NV 89009-5050

JAMES B GIBSON MAYOR
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

ROBERT C HERR
ASSISTANT PUBLIC WORKS DIRECTOR
CITY OF HENDERSON
PUBLIC WORKS ADMINISTRATION
240 WATER STREET MS 131
PO BOX 95050
HENDERSON NV 89009-5050

AMANDA M CYPHERS
COUNCILMAN WARD I
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

ANDY A HAFEN
COUNCILMAN WARD II
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

JACK K CLARK
COUNCILMAN WARD III
CITY OF HENDERSON
240 WATER STREET ROOM 201
HENDERSON NV 89015

179-18-201-003
VEGAS STAR INC
%A RAITTER
203 WATER ST #200
HENDERSON NV 89015-7226

179-18-201-004
VEGAS STAR INC
%A RAITTER
203 WATER ST #200
HENDERSON NV 89015-7226

179-18-201-002
CITY OF HENDERSON
REDEVELOPMENT
240 WATER ST
HENDERSON NV 89015-7227

179-18-201-001
CITY TOWER LLC
%O STAR
3965 OWENS AVE #180
LAS VEGAS NV 89110-7034

179-18-204-015
E S M S MANSHOORY LLC ETAL
1300 W OLYMPIC BL #500
LOS ANGELES CA 90015-3966

179-18-204-014
SATIK MARTIROSYAN
4424 VERDUGO RD
LOS ANGELES CA 90065-4829

179-18-211-019
JC JR & CAROLYN WASH
93 W LAKE MEAD DR
HENDERSON NV 89015-7064

179-18-211-01
EVA B WILLIAMS
604 JADE CIRCLE
HENDERSON NV 89002-8310

179-18-211-016
HEBER L & EVA HARRISON
105 W LAKE MEAD PKWY
HENDERSON NV 89015-7027

179-18-211-015
JW & M ROBINSON FAMILY TRUST
EXMT TR
811 SAN EDUARDO AVE
HENDERSON NV 89002-9000

179-18-211-014
ROSE YOKOI
614 CITATION WY
NEWBURY PARK CA 91320-2705

179-18-211-013
WILLIAM D ZOLCZER
117 W LAKE MEAD PKWY
HENDERSON NV 89015-7027

179-18-216-001
LORNE M PHILLIPS FAMILY LP
500 E FAIRWAY RD
HENDERSON NV 89015-7406

179-18-211-009
LEONARD INDELICATO
14 WATER ST
HENDERSON NV 89015-7223

179-18-211-008
LEONARD INDELICATO
14 WATER ST
HENDERSON NV 89015-7223

179-18-204-003
LEONARD & KAYE B INDELICATO
14 WATER ST
HENDERSON NV 89015-7223

179-18-211-007
LEONARD INDELICATO
14 WATER ST
HENDERSON NV 89015-7223

179-18-211-006
LEONARD INDELICATO
14 WATER ST
HENDERSON NV 89015-7223

179-18-211-005
LAKE MUSH REAL ESTATE HOLDING
CO
631 MALAGA DR
BOULDER CITY NV 89005-1518

179-18-211-004
CHARLES CLAYTON ETAL
7046 BERKSHIRE PL
LAS VEGAS NV 89147-4722

179-18-211-003
CITY OF HENDERSON
REDEVELOPMENT
240 WATER ST
HENDERSON NV 89015-7227

179-18-211-001
MARK A MUSHKIN
631 MALAGA DR
BOULDER CITY NV 89005-1518

179-18-211-002
ROBERT E TAYLOR DDS CHARTERED
JAN T & JANET BENNETT
301 W LAKE MEAD DR
HENDERSON NV 89015-7073

179-18-212-006
JEEG TRUST FIRST INTERSTATE BANK
TRS ETAL
%WELLS FARGO
4425 SPRING MOUNTAIN RD #220
LAS VEGAS NV 89102-8714

179-18-212-007
JEEG TRUST FIRST INTERSTATE BANK
TRS ETAL
%WELLS FARGO
4425 SPRING MOUNTAIN RD #220
LAS VEGAS NV 89102-8714

179-18-212-006
H E A L CENTERS LLC
%J & D FLORENDO
9 SUMMIT WALK TRL
HENDERSON NV 89052-6696

179-18-212-005
H E A L CENTERS LLC
J & D FLORENDO
9 SUMMIT WALK TRL
HENDERSON NV 89052-6696

179-18-212-002
PUEBLO PROPERTIES LLC
%W ARRINGTON
325 W LAKE MEAD DR
HENDERSON NV 89015-7029

179-18-212-001
PUEBLO PROPERTIES LLC
325 W LAKE MEAD DR
HENDERSON NV 89015-7029

179-18-101-005
TITANIUM METALS CORPORATION
PO BOX 2128
HENDERSON NV 89009-7003

179-18-201-006
ST ROSE DOMINICAN HOSPITAL
PMB HENDERSON MED BLDGS LEASE
%FIN DEPT
12348 HIGHBLUFF DR #210
SAN DIEGO CA 92130-3580

179-18-601-001
ST ROSE DOMINICAN HOSPITAL
%M WALKER %FIN DEPT
102 E LAKE MEAD DR
HENDERSON NV 89015-5575

179-18-601-002
ST ROSE DE LIMA HOSPITAL
%ST ROSE DOMINICAN HOSPITAL
102 E LAKE MEAD DR
HENDERSON NV 89015-5575

179-18-601-004
HENDRICKS FAMILY LP
301 E MIDDLETON DR
HENDERSON NV 89015-8119

179-18-601-005
JEFFREY & SANDRA K STOKES ETAL
53 E LAKE MEAD DR
HENDERSON NV 89015-6447

179-18-601-006
JEFFREY & SANDRA K STOKES ETAL
52 E LAKE MEAD DR
HENDERSON NV 89015-6447

179-18-601-008
VEGAS STAR INC
%A RAITER
203 WATER ST #200
HENDERSON NV 89015-7226`

179-18-516-012
THORNDIKE PROPERTIES INC
2101 W BROADWAY #200
COLUMBIA MO 65203-7632

179-18-516-007
THORNDIKE PROPERTIES INC
2101 W BROADWAY #200
COLUMBIA MO 65203-7632

179-18-515-001
THORNDIKE PROPERTIES INC
2101 W BROADWAY #200
COLUMBIA MO 65203-7632

179-18-516-013
THORNDIKE PROPERTIES LLC
2101 W BROADWAY #200
COLUMBIA MO 65203-7632

179-18-502-003
WAL MART REALTY COMPANY
%REAL PROPERTY TAX DEPT #0555
BENTONVILLE AR 72716-0001

179-18-502-004
M B INVESTMENTS LMN LLC
433 N CAMDEN DR #725
BEVERLY HILLS CA 90210-4406

179-18-502-005
YUTAN 1975 FAMILY TRUST
PHILIP S & GEOK YUTAN WA TRS
969 HILGARD #208
LOS ANGELES CA 90024-3078

179-18-505-303
HENDERSON III REALTY LLC
%WALGREENS
104 WILMONT RD MS #1435
DEERFIELD IL 60015-0000

179-18-505-002
HENDERSON II REALTY LLC
%WALGREENS
104 WILMONT RD MS #1435
DEERFIELD IL 60015-0000

179-18-503-004
ST ROSE DOMINICAN HOSPITAL
%M WALKER %FIN DEPT
102 E LAKE MEAD DR
HENDERSON NV 89015-5575

179-18-506-002
STATE OF NEVADA TRANS LEASOR
ALBERTSON'S INC LEASE
PO BOX 20
BOISE ID 83726-0020

179-18-517-002
NEW ALBERTSON'S INC
%DEPT 70428 CORPORATE TAX
PO BOX 20
BOISE ID 83726-0200

179-18-506-001
STATE OF NEVADA TRANS LEASOR
ALBERTSON'S INC LEASE
PO BOX 20
BOISE ID 83726-0020

179-18-517-006
L M G P I LLC ETAL
2801 N TENAYA #C
LAS VEGAS NV 89128-1400

179-07-701-004
VICTORY VILLAGE 2004 LLC
6100 NEIL RD #500
RENO NV 89511-1159

179-07-801-021
OPPORTUNITY VILLAGE
%P MARGOLIS
8076 W SAHARA AVE #A
LAS VEGAS NV 89117-7931

179-07-801-020
CITY OF HENDERSON
PO BOX 2095
HENDERSON NV 89009-0000

179-07-810-081
MILFORD & JANE BOLLS LIVING TRUST
101 YUCCA ST
HENDERSON NV 89015-5415

179-07-810-061
KASEY & DAISY HANSEN
100 N CHOLLA ST
HENDERSON NV 89015-5417

179-07-810-060
CHK REAL ESTATE TRUST
%R HARRISON TRS
5304 E CHAMPION AVE
LAS VEGAS NV 89142-2903

179-07-810-037
BRADLEY A THOMAS
100 JOSHUA ST
HENDERSON NV 89015-5419

179-07-810-036
TENYA THOMPSON
MAURICIO GONZALES
2538 CARRUTH COURT
LAS VEGAS NV 89121-2124

179-07-810-013
CYNTHIA HIGGASON
100 OCOTILLO ST
HENDERSON NV 89015-5421

179-07-810-012
GREGORY A & SHERRYL L
BAINBRIDGE
101 OCOTILLO ST
HENDERSON NV 89015-5420

179-18-517-002
NEW ALBERTSON'S INC
%DEPT 70428-CORPORATE TAX
PO BOX 20
BOISE ID 83726-0020

179-18-516-012
THORNDIKE PROPERTIES INC
2101 W BROADWAY #200
COLUMBIA MO 65203-7632

179-18-516-013
THORNDIKE HENDERSON LLC
2102 W BROADWAY #200
COLUMBIA MO 65203-7632

179-17-101-001
AVIANO LLC
980 AMERICAN PACIFIC DR #100
HENDERSON NV 89014-7866

179-17-802-001
PETERSON 1994 TRUST
ROYES J JR & GENE C PETERSON TRS
708 CANOGA AVE
LAS VEGAS NV 89104-2815

179-08-401-002
LAKE MEAD CHRISTIAN ACADEMY
PO BOX 90099
HENDERSON NV 89009-0099

179-08-412-002
COAST CENTER LLC
10624 S EASTERN AVE #A262
HENDERSON NV 89052-2982

179-08-412-003
MOROGA GROUP LLC
1111 W EL CAMINO REAL #211
SUNNYVALE CA 94087-1058

179-08-401-007
CITY OF HENDERSON
PO BOX 2095
HENDERSON NV 89009-0000

179-17-101-001
AVIANO LLC
980 AMERICAN PACIFIC DR #100
HENDERSON NV 89014-7866

179-08-412-003
MOROGA GROUP LLC
1111 W EL CAMINO REAL #211
SUNNYVALE CA 94087-1058

179-08-310-023
A J REALTY LTD
430 S 15TH ST
LAS VEGAS NV 89101-5211

179-08-310-017
MARY & VICTOR HELDT
760 TOSSA DE MAR AVENUE
HENDERSON NV 89002-6536

179-08-310-018
WILLIAM P & KATHLEEN F
MORTENSEN
108 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-019
DARLA K & PATRICK L MILLIS
106 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-020
SCOTT M & KATHLEEN L SHAW
843 FAIRVIEW DR
HENDERSON NV 89015-5716

179-08-310-021
ALBERT G SALAMY FAMILY TRUST
ALBRT G & MIRIAM R SALAMY TRS
231 E LONGACRES DRIVE
HENDERSON NV 89015-8077

179-08-310-022
BEEBE REVOCABLE LIVING TRUST
ROBERT BEEBE TRS
100 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-016
JAMES W & GLENDA L VERNON
112 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-015
ALFONSO M MARES
114 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-014
JIMENEZ 1991 TRUST
RICARDO GILBERT JIMENEZ TRS
116 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-013
CARL & MARTHA HENDERSON
118 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-012
ADAM R & SHELLY R SHORT
120 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-011
CURTIS H & FARAH C HAFEN
122 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-010
ARLENE ARMIJO ETAL
124 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-009
JEANNE M GOSSER
126 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-008
DON T TOONE
614 MERCURY AVE
HENDERSON NV 89015-0000

179-08-310-007
ALBERTO MORALES
130 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-006
PRYMAS N VAZ
MONALISA DIAS
132 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-005
PAUL A & BARBAR A COGGIN
134 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-004
MICHAEL J NEWCOMB
136 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-003
DOUGLAS D HANSHAW
JUDITH A BRITTON
138 CONTINENTAL AVE
HENDERSON NV 89015-5207

179-08-310-002
FRUCTUOSO & ERLINDA RAMOS
140 CONTINENTAL AVENUE
HENDERSON NV 89015-5207

179-08-310-001
BILL WINKLER LIVING TRUST
BILL WINKLER TRS
142 CONTINENTAL AVENUE
HENDERSON NV 89015-5207

179-08-310-213
JAMES W & MARY S JOHNSON
PO BOX 90436
HENDERSON NV 89009-0436

179-08-301-005
VICTORY VILLAGE 2004 LLC
6100 NEIL ROAD #500
RENO NV 89511-1159

179-08-301-004
CITY OF HENDERSON
PO BOX 2095
HENDERSON NV 89009-0000

179-08-301-003
ELKS LODGE #2802
631 E LAKE MEAD DR
HENDERSON NV 89015-5574

179-07-701-012
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-08-301-006
PETRERSON 1994 TRUST
ROYES J JR & GENE C PETERSON
TRUST
708 CANOGA AVE
LAS VEGAS NV 89104-2815

179-08-203-001
SALVATION ARMY
PO BOX 28369
LAS VEGAS NV 89126-2369

179-08-203-004
CITY OF HENDERSON
240 WATER ST
HENDERSON NV 89015-7227

179-08-203-005
LAKE MEAD-WARM SPRINGS A ETAL
1314 S KING ST #617
HONOLULU HI 96814-2098

179-08-203-003
RONALD REISS TRS
%REISS CORP
4485 S PECOS RD
LAS VEGAS NV 89121-5029

179-08-204-001
SCHOOL BOARD OF TRUSTEES
2832 E FLAMINGO RD
LAS VEGAS NV 89121-5205

179-08-202-001
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-08-201-010
GREEN VALLEY STORAGE-LAKE MEAD
%A DEES
2525 WINDMILL PKWY #100
HENDERSON NV 89074-5358

179-08-201-014
ALTA VISTA MOBILE HOME PARK LLC
33 VIA DEL CIELO
RANCHO PALOS VERDES CA 90275-
2511

179-08-201-004
ANTHONY CHRISTOPHER DOMINO
721 E LAKE MEAD DR
HENDERSON NV 89015-5539

179-08-201-005
ALSON LEE & NANCY MARIE WOOD
61710 OLD WAGON ROAD
COOS BAY OR 97420-8391

179-08-201-006
ALTA VISTA MOBILE HOME PARK LLC
33 VIA DEL CIELO
RANCHO PALOS VERDES CA 90275-
2511

179-07-701-012
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-08-101-001
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-08-102-002
CARLTON LAWRENCE
244 NAVAJO DR
HENDERSON NV 89015-5518

179-08-102-003
LAKE MEAD ENTERPRISES
846 E LAKE MEAD DR
HENDERSON NV 89015-5558

179-08-501-001
DILL FAMILY LIVING TRUST
WAYNE M DILL TRS
10626 EL ESTE AVE
FOUNTAIN VALLEY CA 92708-6010

179-08-502-033
PRECISION MOBILE HOMES INC
%J BLACKWELL
1611 ATHOL
HENDERSON NV 89011-4005

179-08-502-022
CITY OF HENDERSON
PO BOX 2095
HENDERSON NV 89009-0000

179-08-502-021
LESLIE BORGES
15 PINYON TREE CIR
HENDERSON NV 89074-1518

179-08-502-031
7-ELEVEN INC
%AV TAX DEPT #0125
PO BOX 711
DALLAS TX 75221-0711

179-08-502-032
JOSE & ALEJANDRA ROBELDO LIV TR
JOSE M & ALEJANDRA ROBELDO TRS
243 HONEYWOOD ST
HENDERSON NV 89074-5235

179-05-801-003
RICARDO VILLANUEVA REV LIVING
TRUST
RICARDO VILLANUEVA TRS
5401 E SLAUSON AVE
CITY OF COMMERCE CA 90040-2918

179-05-801-001
DEEP BLUE LAND COMPANY LLC
%D & S GEB
2077 EAGLEPATH CIR
HENDERSON NV 89074-0675

179-05-401-001
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-05-081-004
HERBST DEVELOPMENT LLC
%Y THOMAS %3 JS INC
273 POINT RANIER
HENDERSON NV 89012-4815

179-05-802-001
OFFSHORE MARINE LLC
1090 E LAKE MEAD PKWY
HENDERSON NV 89015-5559

179-05-802-002
HCRI NEVADA PROPERTIES INC
%E IBELE
ONE SEA GATE #1500
TOLEDO OH 43604-1590

179-05-803-001
YU WAI LING ETAL
45 QUAIL RUN RD
HENDERSON NV 89014-2150

179-05-702-001
CAM-HENDERSON LLC
%SWC PROPERTY HOLDINGS LLC
45 BROADWAY 25TH FLOOR
NEW YORK NY 10006-3777

179-05-701-001
RICHARD G ZOGOB TRUST
RICHARD G ZOGOB TRS
265 E ST #B
CHULA VISTA CA 91910-2930

179-05-301-004
BASIC ENVIRONMENTAL CO LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-05-702-002
CAM-HENDERSON LLC
920 RIDGEBROOK RD
SPARKS MD 21152-9390

179-05-601-001
MARY BETH OLEAR ETAL
PO BOX 29061
LAS VEGAS NV 89126-3061

179-05-601-004
RICHARD G ZOGOB TRUST
RICHARD G ZOGOB TRS
265 E ST #B
CHULA VISTA CA 91910-2930

179-05-601-003
RICHARD G ZOGOB TRUST
RICHARD G ZOGOB TRS
265 E ST #B
CHULA VISTA CA 91910-2930

179-05-601-002
MULTISTATE PROPERTIES
614 E RAIKWAY RD
HENDERSON NV 89015-7408

179-05-501-002
BASIC ENVIRONMENTAL LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-05-502-001
BASIC ENVIRONMENTAL LLC
875 W WARM SPRINGS RD
HENDERSON NV 89011-4063

179-04-101-001
STEVE R & JOYCE C CARTER ETAL
4600 SAN JUAN AVE
NO LAS VEGAS NV 89032-2814

179-04-102-004
PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-005
PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-006
P PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-007
PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-008
PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-009
PLUM FAMILY HOLDING CO I LLC
1320 E LAKE MEAD PKWY
HENDERSON NV 89015-4636

179-04-102-010
LAKE MEAD & PUEBLO INVESTMENT
LLC
199 N ARROYO GRANDE #150
HENDERSON NV 89074-1610

160-32-802-003
CITY OF HENDERSON
PO BOX 2095
HENDERSON NV 89009-0000

160-33-404-001
D Q R ENTERPRISES INC
2058 MAJESTIC PEAK DR
HENDERSON NV 89074-1561

160-33-412-001
CALICO RIDGE PLAZA LLC
176 KNIOLLWOOD CT
HENDERSON NV 89074-0921

160-33-403-004
CARMINE & ANN M VENTO REV FAM
TRUST
CARMINE & ANN M VENTO TRS
1520 MACDONALD RANCH DR
HENDRSON NV 89012-7249

160-33-403-003
ANSHENG LIU ETAL
218 DESERT ROSE CT
BOULDER CITY NV 89005-1287

160-33-403-007
NEVADA POWER COMPANY
%LAND SERV STATION #9
PO BOX 98910
LAS VEGAS NV 89193-8910

160-33-403-006
RICHARD T CRAWFORD
1580 S JONES BLVD
LAS VEGAS NV 89146-1237

160-33-402-007
MARGARET ROXANNE SIEFERT
ROBIN S & ANTHONY J GLABICK
12640 N 2ND ST
PHOENIX AZ 85022-5402

160-33-411-003
L M ATHENS LLC
%LAURICH PPTYS %H GORDON
1770 N BUFFALO DR #101
LAS VEGAS NV 89128-2679

160-33-411-007
LAKE MEAD PROPERTIES LLC
4534 HACIENDA #A
LAS VEGAS NV 89118-4928

160-33-411-010
B & B CONSULTANTS INC
750 N 17TH ST
LAS CRUCES NM 88005-4153

160-33-411-006
HILLSIDE PAD LLC
3450 W CHEYENNE AVE #100
LAS VEGAS NV 89032-8223

160-33-411-012
TAYCHA LLC
325 PLEASANT SUMMIT DR
LAS VEGAS NV 89012-3486

160-33-411-011
LAKE MEAD PROPERTIES LLC
4534 HACIENDA #A
LAS VEGAS NV 89118-4928

160-33-411-005
LAKE MEAD PROPERTIES LLC
4534 HACIENDA #A
LAS VEGAS NV 89118-4928

160-33-313-002
CALICO RIDGE PLAZA LLC
176 KNOLLWOOD CT
HENDERSON NV 89074-0921

160-33-303-001
VERGENE & ROSALIE MUNFORD
FAMILY TR
VERGENE & ROSALIE MUNFORD TRS
71 E TEXAS AVE
HENDERSON NV 89015-7216

160-33-301-003
MONUMENT AT CALICO RIDGE LLC
2481 SUNRISE BLVD #100
GOLD RIVER CA 95670-4344

160-33-301-004
CHURCH INTERNATIONAL
FOURSQUARE
107 S GIBSON RD
HENDERSON NV 89012-2484

160-33-301-008
MONUMENT AT CALICO RIDGE LLC
2481 SUNRISE BLVD #100
GOLD RIVER CA 95670-4344

160-33-313-003
CALICO RIDGE PLAZA LLC
176 KNOLLWOOD CT
HENDERSON NV 89074-0921

160-33-701-001
RAINY DAY INVESTMENTS LLC
D R S HOLDINGS LLC
326 SANTA MONICA DR
HENDERSON NV 89014-5141

160-33-704-001
L M G ONE LLC
%CORONADO WEST
301 W WARNER #134
TEMPE AZ 85284-2964

160-33-715-013
JOHN E NOLAN
1013 GOLDA WAY
HENDERSON NV 89011-3109

160-33-715-006
ROBERT J BRAULT
P L & R J BRAULT REV LIV TR
1012 SKYSAIL DR
HENDERSON NV 89011-3136

160-33-715-005
LEE M NOVAK
503 KEIL
HENDERSON NV 89015-4729

160-33-713-018
STEVEN H LEMIRE
1010 CUTTER ST
HENDERSON NV 89011-3123

160-33-713-019
DAVID J & JULIE D LEAVENGOOD
1008 CUTTER ST
HENDERSON NV 89011-3123

160-33-713-020
CYRIL P & ANNE R BROSIUS
1006 CUTTER ST
HENDERSON NV 89011-3123

160-33-713-021
ANTHONY JR & THERESE M MARZOLA
1004 CUTTER ST
HENDERSON NV 89011-3123

160-33-713-001
NATIYA KAZEMI
1000 CUTTER ST
HENDERSON NV 89011-3131

160-33-713-002
MICHAEL J DIMURO
998 CUTTER ST
HENDERSON NV 89011-3133

160-33-713-003
RALPH H & CAROLYN I BROGAN
716 HULL ST
HENDERSON NV 89015-4663

160-33-713-004
DENNIS J & LAURA E CULLEN
994 CUTTER ST
HENDERSON NV 89011-3133

160-33-703-001
CALICO RIDGE OWNERS
ASSOCIATION
%FLOYD GROUP
3945 W RENO AVE #1
LAS VEGAS NV 89118-1666

160-33-702-002
DONALD J PROVENZALE
4336 SARATOGA AVE
DOWNERS GROVE IL 60515-2866

160-33-702-001
CALICO RIDGE OWNERS
ASSOCIATION
FLOYD GROUP
3945 W RENO AVE #1
LAS VEGAS NV 89118-1666

160-33-710-001
MARY ANNA MANLEY
1001 CALICO RIDGE DR
HENDERSON NV 89011-3007

160-33-710-002
JAMES ROY & CATHERINE
STOCKDALE
960 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-003
DONALD LEE & WAUNETTA MULLEN
BOX 89
LEVANON KS 66952-0089

160-33-710-004
BRUCE M WHITCOMB TRUST
BRUCE M WHITCOMB TRS
968 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-005
TIMOTHY M JACKSON
972 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-006
JOANNE M. QUINN REVOCABLE TRUST
JOANNE M QUINN TRS
976 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-007
EDUARDO & BRENDA HERNANDEZ
980 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-008
DAN A & STEPHANIE DILLINGOFSKI
984 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-009
DELBERT L & LINDA D WYNN REV TR
DELBERT L & LINDA WYNN CO-TRS
988 CANDY TUFT DR
HENDERSON NV 89011-3001

160-33-710-010
DOUGLAS & HELEN M DULAC
991 CAMELIA DR
HENDERSON NV 89011-3011

160-33-712-008
LORI L & TYLER M TEBBS
1001 COMPANION WAY
HENDERSON NV 89011-3126

160-33-712-009
DIANNEA R HICKEY
1003 COMPANION WY
HENDERSON NV 89011-3126

160-33-704-004
L M G ONE LLC
%C WEST
301 W WARNER #134
TEMPE AZ 85284-2964

160-33-704-002
L M G ONE LLC
%CORONADO WEST
301 W WARNER #134
TEMPE AZ 85284-2964

160-33-704-003
L M G ONE LLC
%CORONADO WEST
301 W WARNER #134
TEMPE AZ 85284-2964

160-34-210-001
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-34-211-001
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-27-811-005
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-34-510-002
VINEYARD AT LAKE LAS VEGAS LLC
1605 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2803

160-34-510-003
VINEYARD AT LAKE LAS VEGAS LLC
1605 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2803

160-27-811-003
PLEASANT VALLEY INVESTMENTS LC
%DANVILLE LAND INVESTMENTS LLC
%G MORRISON
3855 S JONES BL #102
LAS VEGAS NV 89103-2296

160-26-410-002
PLEASANT VALLEY INVESTMENTS LC
%DANVILLE LAND INVESTMENTS LLC
%G MORRISON
3855 S JONES BL #102
LAS VEGAS NV 89103-2296

160-26-401-008
THREE KIDS ENTERPRISES LP
3110 E FLAMINGO RD
LAS VEGAS NV 89121-4321

160-35-101-002
THREE KIDS ENTERPRISES LP
3110 E FLAMINGO RD
LAS VEGAS NV 89121-4321

160-35-101-003
M & R L P
3111 BEL AIR #22-F
LAS VEGAS NV 89109-1506

160-35-101-006
THREE KIDS ENTERPRISES LP
3110 E FLAMINGO RD
LAS VEGAS NV 89121-4321

160-35-101-009
LAKER PLAZA INC
%D GROSSMEIM
2310 E LAKE MEAD DR
HENDERSON NV 89015-3003

160-35-101-005
M & R L P
3111 BEL AIR #22-F
LAS VEGAS NV 89109-1506

160-26-410-001
PLEASANT VALLEY INVESTMENTS LC
G MORRISON DANVILLE LAND
INVESTMENTS LC
3855 S JONES BLVD #102
LAS VEGAS NV 89103-2296

160-26-710-002
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-26-710-003
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-26-801-002
THREE KIDS ENTERPRISES LP
3110 E FLAMINGO RD
LAS VEGAS NV 8912-1-4321

160-26-310-004
WOODSIDE PROVANCE LLC
%S URE
5888 W SUNSET RD #200
LAS VEGAS NV 89118-3449

160-26-510-007
CW CAPITAL FUND ONE
%J CORK
301 W WARNER RD #118
TEMPE AZ 85384-2963

160-26-510-003
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-26-610-004
CW CAPITAL FUND ONE
%J CORK
301 W WARNER RD #118
TEMPE AZ 85284-2963

160-26-710-001
L L V-1 LLC
1600 LAKE LAS VEGAS PKWY
HENDERSON NV 89011-2802

160-26-610-003
CW CAPITAL FUND ONE
%J CORK
301 W WARNER RD #118
TEMPE AZ 85284-2963

160-26-510-006
CW CAPITAL FUND ONE
%J CORK
301 W WARNER RD #118
TEMPE AZ 85284-2963

179-18-504-001
DEER INVESTMENTS LLC
814 ARGENTA CT
HENDERSON NV 89011-3079

ROBERT HOLMES
GENERAL MANAGER WAL*MART
300 E LAKE MEAD PARKWAY
HENDERSON NV 89015-5576

UNGER DEVELOPMENT
ROBERT UNGER PRESIDENT
MINDY UNGER WADKINS
3440 E RUSSELL ROAD STE 201
LAS VEGAS NV 89120

APPENDIX C

COMMENTS and RESPONSES

SECTION C.1

October 11, 2006 Public Information Meeting

Section Contents

- C.1 Oral and/or Written Comments Submitted for the October 11, 2006 Public Information Meeting**
 - C.1.1 List of Individuals and Businesses that Submitted Written Comments**
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 - C.1.4 Summary of Comments and Responses**
 - C.1.4.1 Written Comments Submitted by Individuals and Businesses and Responses**
 - C.1.4.2 Written Comments Submitted by Agencies and Responses**
 - C.1.4.3 Oral Comments Submitted to the Court Reporter and Responses**

Verbatim Written Comments

October 11, 2006 Public Information Meeting Transcripts

- Figure C.1-1, Intersection Improvement Alternate 1**
- Figure C.1-2, Intersection Improvement Alternate 2**

**Lake Mead Parkway Transportation Improvements
Boulder Highway to the Lake Mead National Recreation Area
Public Information Meeting
October 11, 2006**

**C.1 Oral and/or Written Comments Submitted for the October 11, 2006
Public Information Meeting**

C.1.1 List of Individuals and Businesses that Submitted Written Comments

Fell, Leo

Gosser, Jeanne

Iyre, Isaac

Kalra, Thakar

Lake Las Vegas Resort, Daniel R. Rainey, Vice President, Development

Mahban, Michael

Rapp, Manny

Reiss, Michael

Siefert, John and Roxanne

Unger Development, Robert Unger, President

Weaver, Scott Dr., DDS; Dr. Matthew Weaver, DDS; Dr. Jeffrey Stokes, DDS

C.1.2 List of Agencies that Submitted Written Comments

Nevada Department of Conservation and Natural Resources, Division of State Lands

Nevada Department of Wildlife, Southern Region

Nevada State Historic Preservation Office

United States Department of the Interior, Bureau of Reclamation

**C.1.3 Oral Comments Submitted for the October 11, 2006 Public Information
Meeting Record (Transcripts)**

Mansfield, Jerry

Mansfield, Kathy

Long, Robert H.

McFall, Mike

Benedetto, William D.

Reiss, Michael

Ayre, Ike

Moore, Allen

Koester, Jeanne

C.1.4 Summary of Comments and Responses

The comments and responses that follow are in the order listed above. Verbatim written comments from which the summary comments were excerpted are included following section C.1.4. Lake Mead Parkway/Lake Las Vegas Parkway intersection improvement Alternates 1 and 2 are shown on Figures C.1-1 and C.1-2.

C.1.4.1 Written Comments Submitted by Individuals and Businesses and Responses

Name: Leo Fell

Comment: Mr. Fell supported the project and either intersection improvement Alternate 1 or 2.

Response: Thank you for your comment.

Name: Jeanne Gosser

Comment: Ms. Gosser preferred intersection improvement Alternate 1.

Response: Thank you for your comment.

Name: Isaac Iyre

Comment: Mr. Iyre preferred intersection improvement Alternate 2.

Response: Thank you for your comment.

Name: Thakar Kalra

Comment: Mr. Kalra suggested a flyover from eastbound Lake Mead Parkway to northbound Lake Las Vegas Parkway to solve the problem of stopping at the intersection of Lake Mead Parkway and Lake Las Vegas Parkway.

Response: Two potential alternatives to grade-separate the Lake Mead Parkway/Lake Las Vegas Parkway intersection were initially considered in the project development process (2006/2007). The interchange design concepts shown at the first public information meeting (refer to Figures C.1-1, C.1-2 in this section) were a Three-Legged Interchange, Alternate 1, and a Grade Separated Left Interchange, Alternate 2. Two more grade-separated intersection design concepts (refer to Figures C.2-1, C.2-2 in section C.2), including a flyover configuration, were developed following the first public meeting. These were presented to the public at a second information meeting held April 24, 2007 (see section C.2 below). Subsequently, due to funding constraints and other concerns (e.g., development access, soil contamination at the now privately owned Three Kids Mine site south of Lake Mead Parkway), the intersection design concepts developed up to this point were not moved forward and are no longer being considered within the scope of this project.

Name: Lake Las Vegas Resort, Daniel R. Rainey, Vice President, Development

Comment: 1) Mr. Rainey, representing the Lake Las Vegas development, recommended Alternate 2, Grade Separated Left (refer to Figure C.1-2), as the preferred configuration for the Lake Mead Parkway/Lake Las Vegas Parkway intersection improvement.

2) Mr. Rainey also suggested that the following intersections be included in the FAST (Freeway and Arterial System of Transportation) system.

- Lake Mead and Boulder Highway
- Lake Mead at Taylor (Walmart)
- Lake Mead at Burkholder
- Lake Mead at Warm Springs
- Lake Mead at Mohawk
- Lake Mead at Olsen/Athens

Response: 1) Two potential alternatives to grade-separate the Lake Mead Parkway/Lake Las Vegas Parkway intersection were initially considered in the project development process (2006/2007). The interchange design concepts shown at the first public information meeting (refer to Figures C.1-1, C.1-2 in this section) were a Three-Legged Interchange, Alternate 1, and a Grade Separated Left Interchange, Alternate 2. Two more grade-separated intersection design concepts (refer to Figures C.2-1, C.2-2 in section C.2), including a flyover configuration, were developed following the first public meeting. These were presented to the public at a second information meeting held April 24, 2007 (see section C.2 below). Subsequently, due to funding constraints and other concerns (e.g., development access, soil contamination at the now privately owned Three Kids Mine site south of Lake Mead Parkway), the intersection design concepts developed up to this point were not moved forward and are no longer being considered within the scope of this project.

2) NDOT coordinates with the RTC to plan and implement the Freeway and Arterial System of Transportation (FAST), a traffic management system. The FAST system does not presently extend east along the Lake Mead Parkway corridor beyond the Boulder Highway/Lake Mead Parkway intersection.

Name: Michael Mahban

Comment: Mr. Mahban supported the improvement of Lake Mead Parkway from 4 to 6 lanes and preferred intersection improvement Alternate 2.

Response: Thank you for your comment.

Name: **Manny Rapp**

Comment: Mr. Rapp preferred intersection improvement Alternate 1.

Response: Thank you for your comment.

Name: **Michael Reiss**

Comment: Mr. Reiss preferred intersection improvement Alternate 2.

Response: Thank you for your comment.

Name: **John and Roxanne Siefert**

Comment: Mr. Seifert stated that he owned property at the intersection of Athens and Lake Mead Parkway and expressed concern about whether or not this project or future projects would affect this intersection.

Response: The Lake Mead Parkway/Athens intersection would be modified within NDOT right-of-way to include construction of Americans With Disabilities Act (ADA)-compliant ramps. Otherwise, the configuration of the intersection would not change. Other roadway improvements affecting this intersection are not planned in the near future.

Name: **Unger Development, Robert Unger, President**

Comment: Mr. Unger stated that their future development of the Three Kids Mine Site could extend for a distance of 2.6 miles from Golda Road/west Lake Mead Parkway to the east Lake Las Vegas secondary entrance at Pyrenees. Main access to the property when developed would be across from the Lake Las Vegas main entrance at Lake Las Vegas Parkway. Mr. Unger requested NDOT to consider their future development and access to Lake Mead Parkway in the project's traffic studies and access plans.

Response: The proposed project as stated in the above response to Mr. Rainey, Lake Las Vegas Development, would not impact access to the future Three Kids Mine development.

Name: **Drs. Scott Weaver, Matthew Weaver, and Jeffery Stokes, DDS**

Comment: Dr. Weaver stated that 53 East Lake Mead Parkway is a dental office and patient parking/office access would need to be maintained.

Response: Business and parking facility access would be maintained during construction and in the project after-condition. NDOT would directly contact and coordinate with Dr. Weaver and other business owners/proprietors and residents whose properties may be affected by construction activities. Refer to section 2.3, Social Considerations.

C.1.4.2 Written Comments Submitted by Agencies and Responses

Name: Nevada Department of Conservation and Natural Resources, Division of State Lands

Comment: Division of State Lands had no comment on this project and supported the proposal as written.

Response: No response is necessary.

Name: Nevada Department of Wildlife Southern Region (NDOW), Roddy Shepard

Comment: 1) Due to the attraction of wildlife to water at Lake Las Vegas, NDOW expressed concern about an increased potential for vehicle/wildlife collisions, particularly involving bighorn sheep, as traffic volume increases.

NDOW suggested consideration of the installation of rumble strips or other speed control devices and the strategic placement of bighorn sheep crossing signs to alert motorists to the potential presence of bighorn sheep along or in the roadway to minimize impacts.

2) NDOW stated that the Gila monster, a reptile classified as protected by the State of Nevada, along with the desert tortoise, may still occur in the project area. This reptile may be encountered during construction, particularly on the easternmost portion of the project area. NDOW included a copy of the *Gila Monster Protocol for Minimizing Impacts in the Construction Site* for reference and guidance during the project (this document is included in Appendix E).

Response: 1) Placing rumble strips and the strategic placement of bighorn sheep crossing signs is usually a request of the NDOT Traffic/Safety Division. The Traffic/Safety Division also conducts a Roadside Safety audit which evaluates all crashes and conditions of the roadway. Rumble strips are not a form of speed control and NDOT has no history of any bighorn sheep/vehicle collisions within the proposed project limits, therefore these elements would not be included as part of the proposed project.

2) Please refer to section 2.2.5.3, Biological Resources, Mitigation. Procedures for preventing harm to desert tortoises or Gila monsters that may be in close proximity to or present in the construction zone are detailed in the Biological Opinion (BO) and Gila Monster Protocol documents in Appendix E. These procedures and stipulations will be included in the contract documents. The contract documents will also stipulate that pre-construction surveys, construction monitoring, and any activities necessary to remove the animals from harm will be performed by a qualified biologist.

Name: Nevada State Historic Preservation Office (SHPO), Rebecca Palmer

Comment: The Nevada State Historic Preservation Office (SHPO) stated that numerous significant cultural resources are present in the project area.

Response: Section 106 consultation with the SHPO was completed for this project. Please refer to section 2.2.6, Cultural Resources and Appendix D, Correspondence.

Name: United States Department of the Interior, Bureau of Reclamation (BOR), Jean C. Rutherford, Manager Lands Group

Comment: 1) The Bureau of Reclamation stated that the BOR's two main areas of concern with this project include wildlife (desert tortoise) and archaeological resources. The BOR indicated reclamation lands relative to Alternates 1 and 2 (see attachments to the BOR comment letter following this section).

2) BOR also stated that the following utilities and companies have prior rights.

- Basic Magnesium, Inc. water line
- City of Henderson water line
- Southern Nevada Water Authority water line(s)
- Nevada Power Company underground and aerial power lines
- Los Angeles Department of Water and Power power line
- Intermountain Power Project aerial power line

Response: 1) Refer to the response to NDOW above and to section 2.5, Biological Resources, section 2.6, Cultural Resources, and Appendix E, Gila Monster Protocol (NDOW) & Biological Opinion (USFWS).

2) The NDOT Right-of-Way Division will coordinate with the above utilities and companies regarding impacts to their facilities.

C.1.4.3 Oral Comments Submitted to the Court Reporter and Responses

The following is a summary of oral comments recorded and transcribed for the October 11, 2006 Public Information Meeting project record. Page references correspond to the pages as numbered in the October 11, 2006 transcripts included in this section of the Appendix. Comments given to the court reporter individually during the open-house portion of the meeting do not have a response page reference.

Name: Jerry Mansfield, Kathy Mansfield (pages 2-3)

Comment: 1) Mr. Mansfield expressed concerns about the traffic bottlenecks created by the two school zones and suggested that bridged walkovers be considered for the school crossings.

2) Mr./Ms. Mansfield also suggested that landscaping planned along the Lake Mead Parkway corridor extending to the entrance of Lake Mead National Recreation Area be coordinated with this project.

Response: 1) In the project after-condition, the two school zones would be removed from the roadway and the school crossing areas would be redirected to signalized intersections with pedestrian refuge median islands.

2) The Lake Mead Parkway corridor landscaping is a separate City of Henderson project and is planned to be advertised in late 2009. The NDOT and City of Henderson are coordinating design and construction plans/activities for both projects.

Name: Robert H. Long (pages 3-4 and pages 11-13)

Comment: Mr. Long expressed concerns about the transition of Lake Mead Parkway to a single-lane road in each direction past the main entrance to Lake Las Vegas. He also expressed concerns about the rear (east) entrance access to Lake Las Vegas used for construction, maintenance, and delivery trucks; business access to the boat storage yard at Laker Plaza, and the vehicle speeds in excess of the posted speed limit on Lake Mead Parkway.

Response: The configuration of the two-lane roadway relative to the Lake Las Vegas east entrance will be evaluated in final design to allow safe access and turning movements for large trucks. Business access will be maintained during construction and in the project after-condition. Speed limits are established based on traffic studies and several other factors including the configuration of the roadway and intersection and roadway access spacing. While NDOT works closely with law enforcement agencies regarding roadway safety, it is the responsibility of law enforcement agencies to enforce posted speed limits. Also refer to page 13.

Name: William D. Benedetto (pages 8-9)

Comment: Mr. Benedetto asked which alternate, 1 or 2, would move traffic faster and which is better for the flow of traffic? When would the project start?

Response: Preliminary studies showed that Alternate 1 would carry traffic better. Construction would start in late 2009.

Name: Michael Reiss (**pages 8-9; 16-18**)

Comment: Mr. Reiss expressed concerns about traffic speeds from Lake Las Vegas Parkway westbound (pgs. 8-9) and asked about any plans for the roadway median (p. 10). Mr. Reiss also expressed concerns regarding the bike lane and multi-use path configurations along the corridor and through the intersections (pgs. 16-18).

Response: The roadway widening would be designed to utilize the median to the extent possible. The shared use path would meet current design and safety standards. Refer to pages 9-10; pages 16-18.

Name: Ike Ayre (**p. 10**)

Comment: Mr. Ayre asked about the expected duration of construction.

Response: Construction would be expected to last about 18 months.

Name: Allen Moore (**p. 14**)

Comment: 1) Mr. Moore expressed concerns about the construction phasing of the project.

2) Mr. Moore asked if there were plans to connect Lake Mead Parkway through the Lake Mead National Recreation Area (LMNRA) to the Hoover Dam project as a bypass.

Response: 1) Based on available funding, It is likely that the project would be constructed and staged in at least two phases. Prior to construction, NDOT would notify the public and property owners/occupants directly affected by construction activities including, but not limited to, type of activity, time of day, expected duration, traffic detours, and lane closures. Property access would be maintained during construction. Preliminary ideas for phasing of the project were discussed on pages 14 and 15.

2) The National Park Service has jurisdiction over the LMNRA roadway system. There are no plans to increase the capacity of the roadway from the eastern terminus of Lake Mead Parkway (SR 564) through the recreational area to US 93 as part of the regional transportation network. Refer to pages 14 and 15.

Name: Jeanne Koester (p. 16)

Comment: Ms. Koester was concerned about the potential impact of the Lake Mead Parkway widening project on Continental, a residential street parallel to the Lake Mead Parkway corridor.

Response: The proposed project would not have any long-term impact on this residential street. The traffic control would not close Lake Mead Parkway and traffic would not be detoured around construction via adjacent residential streets, therefore Continental would not have any more than normal traffic flows. Refer to page 16.

Name (Print):

Fell
Last

Leo
First

Address (Print):

8 Cerchio Basso, Henderson, NV 89011
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes

No

Comment (Print):

I SUPPORT EITHER ALTERNATIVE 1 OR 2.

I SUPPORT THE PROJECT

IT LOOKS GOOD TO ME.

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and

Lake Las Vegas Parkway Intersection

(E.A. 73263)

City of Henderson City Hall Council Chambers

Henderson, Nevada

October 11, 2006

Name: JEANNE GOSSE

Address: 126 CONTINENTAL

HENDERSON, NV 89015

Phone: 702-564-8816

Do you support this project? Yes No

Comments: I SUPPORT ALTERNATE 2.

Name (Print):

Ayre Isaac
Last First

Address (Print):

830 Carnegie St Henderson W. 89052
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes

No

Comment (Print):

I like Alt. #2. I feel it will
be easier to navigate.

From: provisioning [mailto:provisioning@KICKCOMM.COM]
Sent: Tuesday, October 03, 2006 10:31 AM
To: Information DL
Subject: Lake Mead Parkway proposed improvements

Thanks for the info

As an owner of property in henderson an din lake las vegas, I fully agree tha there is need for improvement of flow of traffic to lake las vegas area, as of right now it's a small turn into lake las vegas parkway.

My suggestion is to make the flow of traffic to lake las vegas parkway unhindered and smoothly flowing without any need to stop to turn into it.

Probably a flyover over the existing road going towards lake las vegas parkway from lake mead parkway and widening of existing road on lake mead parkway should solve the problem of stopping at the intrersection of lake las vegas parkway and lake mead parkway.

Hope my comments will help.

Thakar Kalra

From: JR [mailto:jrsiefert@cox.net]
Sent: Tuesday, October 10, 2006 5:45 AM
To: Information DL
Cc: John R. Siefert; Roxanne Siefert
Subject: Lake Mead Improvement

Mr. James,

I own property at the intersection of Athens and Lake Mead Highway and would like know if this project or if there are any projects planned in the future that would affect this intersection.

If available, could you provide an pd. of the improvements or a link to the project web site.

Sincerely,

John & Roxanne Siefert

10/20/06



LAKE LAS VEGAS RESORT

October 20, 2006

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

Subject: Proposed Improvements to Lake Mead Parkway and the Lake Las Vegas Parkway Intersection

Dear Mr. James:

Enclosed is a copy of the City of Henderson-approved trail program with limited access intersections to be referenced in your process.

Lake Las Vegas recommends Alternative 2 – Grade Separated Left, Figure 4 (from attached handout) for the intersection of Lake Mead Parkway and Lake Las Vegas Parkway due to the following issues:

- Right of way and requirements of Alternative 1
- Potential environment contamination in Alternative 1.
- The following intersections should be included with the FAST system:
 - Lake Mead and Boulder Highway
 - Lake Mead at Taylor (Walmart)
 - Lake Mead at Burkholder
 - Lake Mead at Warm Springs
 - Lake Mead at Mohawk
 - Lake Mead at Olsen/Athens

Please contact me if you have any questions.

Very truly yours,

Daniel R. Rainey
Vice President, Development

DRR:sro

Enclosure
As stated

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and

Lake Las Vegas Parkway Intersection
(E.A. 73263)

City of Henderson City Hall Council Chambers
Henderson, Nevada

October 11, 2006

Name: MICHAEL MAHGAN

Address: 10624 S. EASTERN AVE. #A262
HEND NV 89052

Phone: (702) 400-4696

Do you support this project? Yes No

Comments:
I SUPPORT IMPROVEMENT OF LAKE MEAD PKWY
FROM 4 LANES TO 6 LANES. @ ALTERNATIVE
2 ON LAKE OF LV ENTRANCE.

Name (Print):

Rapp Alanny
Last First

Address (Print):

333 Pleasant Summit Dr. Henderson, NV 89012
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes

No

Comment (Print):

want to express my opinion on Interchange
I liked Alternate #1
Thanks

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and

Lake Las Vegas Parkway Intersection
(E.A. 73263)

City of Henderson City Hall Council Chambers
Henderson, Nevada

October 11, 2006

Name: Michael Reiss

Address: 4485 Pecos

Las Vegas, NV. 89121

Phone: 702-384-3904

Do you support this project? Yes No

Comments:

I ~~prefer~~ would choose Alternate 2 at
Lake Las Vegas Interch intersection.

From: JR [mailto:jrsiefert@cox.net]
Sent: Tuesday, October 10, 2006 5:45 AM
To: Information DL
Cc: John R. Siefert; Roxanne Siefert
Subject: Lake Mead Improvement

Mr. James,

I own property at the intersection of Athens and Lake Mead Highway and would like know if this project or if there are any projects planned in the future that would affect this intersection.

If available, could you provide an pd. of the improvements or a link to the project web site.

Sincerely,

John & Roxanne Siefert



December 13, 2006

Daryl James, P.E.
Chief, Environmental Services Division
Nevada Department of Transportation
12633 Stewart St.
Carson City, NV 89712

Dear Mr. James,

Unger Development is working with the current landowners of the Three Kids Mine properties on the south side of Lake Mead Pkwy., directly across from the entrance to Lake Las Vegas. This land was once a manganese ore mine and part of the history of the growth of Henderson and this area of Clark County. We are in the process of initiating all the environmental cleanup activities that will need to occur through the state's Department of Environmental Protection and have met with key people in this department to launch our efforts. We have also met with the surrounding landowners - the Bureau of Land Management and Bureau of Reclamation - and have further spoken to Lake Las Vegas themselves about our plans.

As we have come into this process just after the recent NDOT public meeting regarding the expansion of Lake Mead and the Lake Las Vegas interchange, we are now submitting this letter for your consideration of our project in your efforts to update Lake Mead. Our entrance to our community is expected to sit directly across from the Lake Las Vegas entrance and indeed makes the most sense. We are assuming that your traffic studies may not have taken the Three Kids land into account and may have assumed it would remain unremediated land. Now that you are aware that this is not the case, we again ask for your consideration in your plans. Our Lake Mead frontage could extend from a point as west as Golda and a point as east as the north entrance (secondary entrance) of Lake Las Vegas called Pyrenees. This is approximately 2.6 miles of Lake Mead frontage.

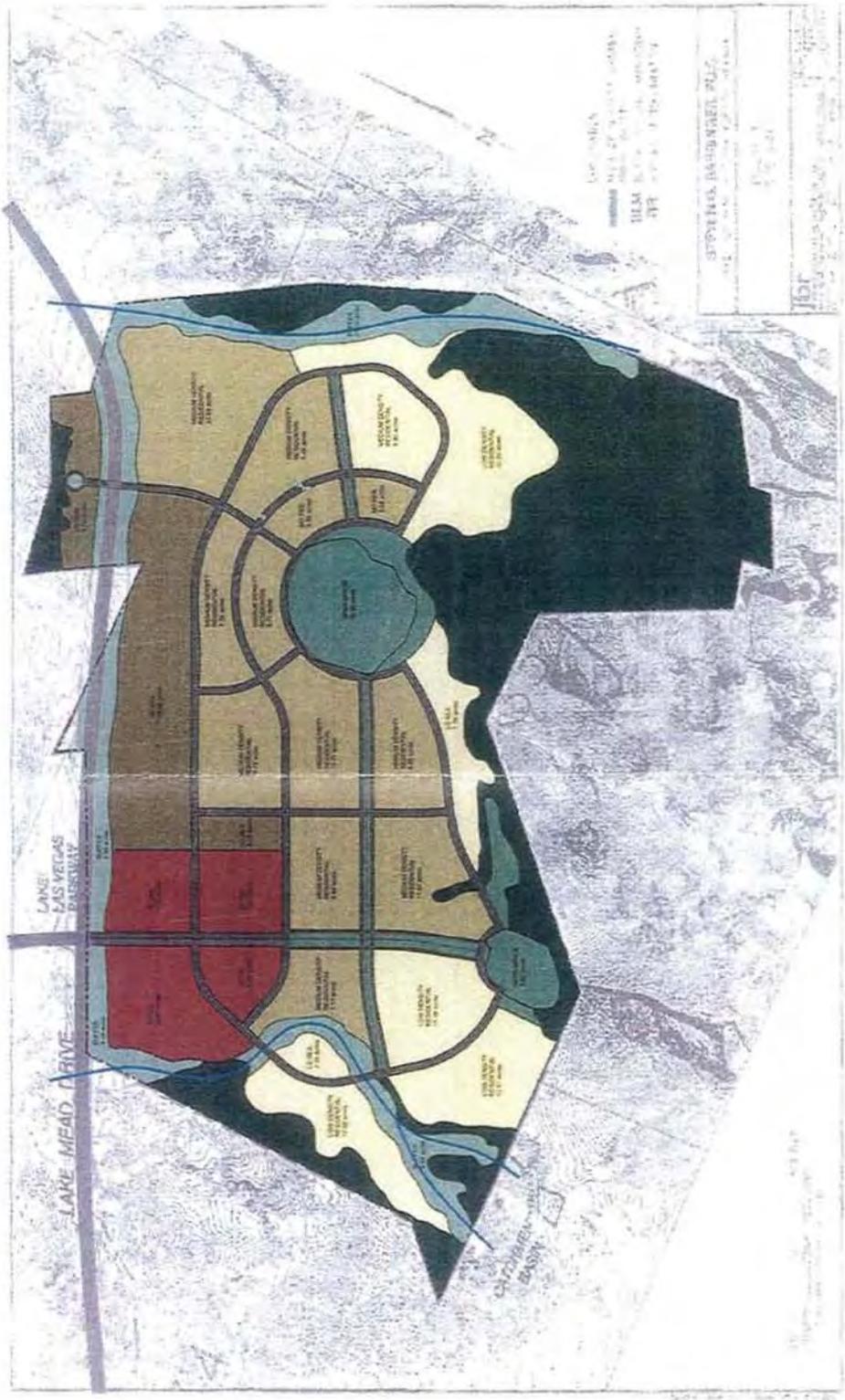
Please let us know the next step in the process to incorporate the south side of Lake Mead into your expansion plans. I can be reached at (702) 214-4350. We appreciate your assistance and look forward to working together.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Unger", written in a cursive style.

Robert Unger
President

Cc:
Joe Damiani, City of Henderson Public Works



THREE KIDS MINE SITE HENDERSON NEVADA
 WPCDS

CONCEPTUAL MASTER PLAN



DESIGNWORKSHOP
 1100 S. HAWAIIAN AVENUE, SUITE 100
 LAS VEGAS, NV 89106-0001
 TEL: 702.735.1000
 FAX: 702.735.1001

10/4/06

October 4, 2006

To Whom It May Concern:

Please be advised that 53 East Lake Mead Parkway is a Dental Office. We will need parking access for patients as well as access into office parking.

Thank You

Dr Scott Weaver DDS
Dr Matthew Weaver DDS
Dr Jeffrey Stokes DDS

Clearinghouse

From: "Skip Canfield" <scanfield@lands.nv.gov>
To: "Planning Section" <Clearinghouse@budget.state.nv.us>
Sent: Friday, October 13, 2006 2:42 PM
Subject: RE: E2007-087 Lake Mead Pkwy Widening - Nevada Department of Transportation

The Nevada Division of State Lands has no comment on this proposal.

-Skip Canfield, AICP

-----Original Message-----

From: Clearinghouse [mailto:clearinghouse@budget.state.nv.us]
Sent: Tuesday, September 26, 2006 1:37 PM
To: Skip Canfield
Subject: E2007-087 Lake Mead Pkwy Widening - Nevada Department of Transportation

NEVADA STATE CLEARINGHOUSE
Department of Administration, Budget and Planning Division
209 East Musser Street, Room 200, Carson City, Nevada 89701-4298
(775) 684-0209 Fax (775) 684-0260
DATE: September 26, 2006

Division of State Lands

Nevada SAI # E2007-087
Project: Lake Mead Pkwy Widening

Follow the link below to download an Adobe PDF document concerning the above-mentioned project for your review and comment.

<http://budget.state.nv.us/clearinghouse/Notice/2007/E2007-087.pdf>

Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than Friday, October 20, 2006.

Use the space below for short comments. If significant comments are provided, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Gosia Sylwestrzak, (775) 684-0209 or mailto:clearinghouse@budget.state.nv.us.

___ No comment on this project ___ Proposal supported as written

AGENCY COMMENTS:



NEVADA DEPARTMENT OF WILDLIFE

Southern Region

4747 West Vegas Drive • Las Vegas, Nevada 89108
(702) 486-5127 Fax (702) 486-5133

October 24, 2006

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

NDOW SR# 07-065

RE: Intent-to-Study Lake Mead Parkway and Lake Las Vegas Parkway Intersection and Lake Mead Parkway Widening, (EA 73263)

Dear Mr. James:

Thank you for providing information regarding this proposed roadway improvement in Clark County. Unfortunately, we were unable to attend the recent October 11th public meeting and are taking the present opportunity to provide input on wildlife considerations without information about planned roadway structures, traffic control devices, and appurtenances associated with the project.

Historically, the easternmost portion of Lake Mead Drive (then SR 146) passed over a natural movement corridor for desert bighorn regularly bridging the River and Frenchman-Sunrise mountains. In the past 25 years or so, encroachment associated with regional growth including utility and transportation corridors has increasingly restricted movements of the River Mountains bighorn herd to almost complete isolation and has converted habitat for this herd and other resident wildlife to more unnatural and often unusable settings. While the landscape adjacent to the project area approaches inhospitality for wildlife such as the desert tortoise and gila monster, the oasis-like landscape of the Lake of Las Vegas Resort community, established in the 1990's, continues to allure bighorn across the renamed Lake Mead Parkway (SR 564) from the River Mountains. Increased traffic volume along a widened SR 564 will result in a corresponding increased potential for vehicle - wildlife collisions, most notably involving bighorn sheep. The latter presents a heightened public safety and wildlife mortality concern.

To the extent that *improving traffic movements* indicates possible establishment of ramps, overpasses, traffic control devices, or other structures, we suggest the following measures as initial thought for impact minimization:

- The installation of rumble strips or other speed control devices to make motorists aware of the potential for bighorn sheep presence.
- The placement of *bighorn x-ing* signs alerting motorists of the potential of bighorn sheep to enter the roadway; These would be strategically placed along SR 564 and Lake Las Vegas Parkway for exposure to the maximum number of motorists possible.

As indicated previously, the gila monster, classified as protected by the State of Nevada, along with the desert tortoise may still occur in the project area. Project proponents may encounter this elusive reptile during construction, particularly on the easternmost portion of the project area. We include a copy of our Gila monster protocols for reference and guidance during this project.

We look forward to working more closely with the project proponents prior to design completion to help resolve any outstanding questions or concerns. I can be reached at (702) 486-5127 x3613 or by email at rshepard@ndow.org.

Sincerely,

Roddy Shepard
Habitat Biologist

Rebecca Palmer

10/7

From: Clearinghouse [clearinghouse@budget.state.nv.us]
Sent: Tuesday, September 26, 2006 1:38 PM
To: Rebecca Palmer
Subject: E2007-087 Lake Mead Pkwy Widening - Nevada Department of Transportation

NEVADA STATE CLEARINGHOUSE
Department of Administration, Budget and Planning Division
209 East Musser Street, Room 200, Carson City, Nevada 89701-4298
(775) 684-0209 Fax (775) 684-0260
DATE: September 26, 2006

State Historic Preservation Office

Nevada SAI # E2007-087
Project: Lake Mead Pkwy Widening

Follow the link below to download an Adobe PDF document concerning the above-mentioned project for your review and comment.

<http://budget.state.nv.us/clearinghouse/Notice/2007/E2007-087.pdf>

Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than Friday, October 20, 2006.

Use the space below for short comments. If significant comments are provided, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Gosia Sylwestrzak, (775) 684-0209 or <mailto:clearinghouse@budget.state.nv.us>.

No comment on this project Proposal supported as written

AGENCY COMMENTS:

Signature: 

Date: 10/16/06

The Nevada State Historic Preservation Office (SHPO) reviewed the subject undertaking. The SHPO reminds the Federal Highway Administration that numerous significant cultural resources are present in the project area. The SHPO looks forward to consulting with the Federal Highway Administration for the subject undertaking.

RECEIVED
OCT 17 2006

DEPARTMENT OF ADMINISTRATION
OFFICE OF THE DIRECTOR
BUDGET AND PLANNING DIVISION



United States Department of the Interior

BUREAU OF RECLAMATION

Lower Colorado Regional Office

P.O. Box 61470

Boulder City, NV 89006-1470

OCT 17 2006



IN REPLY REFER TO:
LC-2512
LND-6.00

CERTIFIED - RETURN RECEIPT REQUESTED

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

P
10/24/06

Subject: Proposed Improvements to Lake Mead Parkway, Nevada Department of Transportation;
Robert B. Griffith Water Project (Your Letter Dated September 22, 2006)

Dear Mr. James:

This letter is in response to your letter dated September 22, 2006, in which you requested input regarding proposed improvements to Lake Mead Parkway from Boulder Highway to the Lake Las Vegas Parkway intersection in Henderson, Nevada.

The Bureau of Reclamation's two main areas of concern with this project include wildlife (desert tortoise) and archaeological resources. Enclosed for reference are three drawings. The first drawing is a general vicinity map depicting Reclamation lands within the project area. The other two drawings are copies of your Figures 3 and 4 of the proposed Lake Las Vegas interchange alternative configurations. Indicated on these figures are Reclamation lands within this portion of the project area.

Also, be advised that prior rights within the project area include the following:

- Basic Magnesium, Inc., water line
- City of Henderson water line
- Southern Nevada Water Authority water line(s)
- Nevada Power Company underground and aerial power lines
- Los Angeles Department of Water and Power power line
- Intermountain Power Project aerial power line

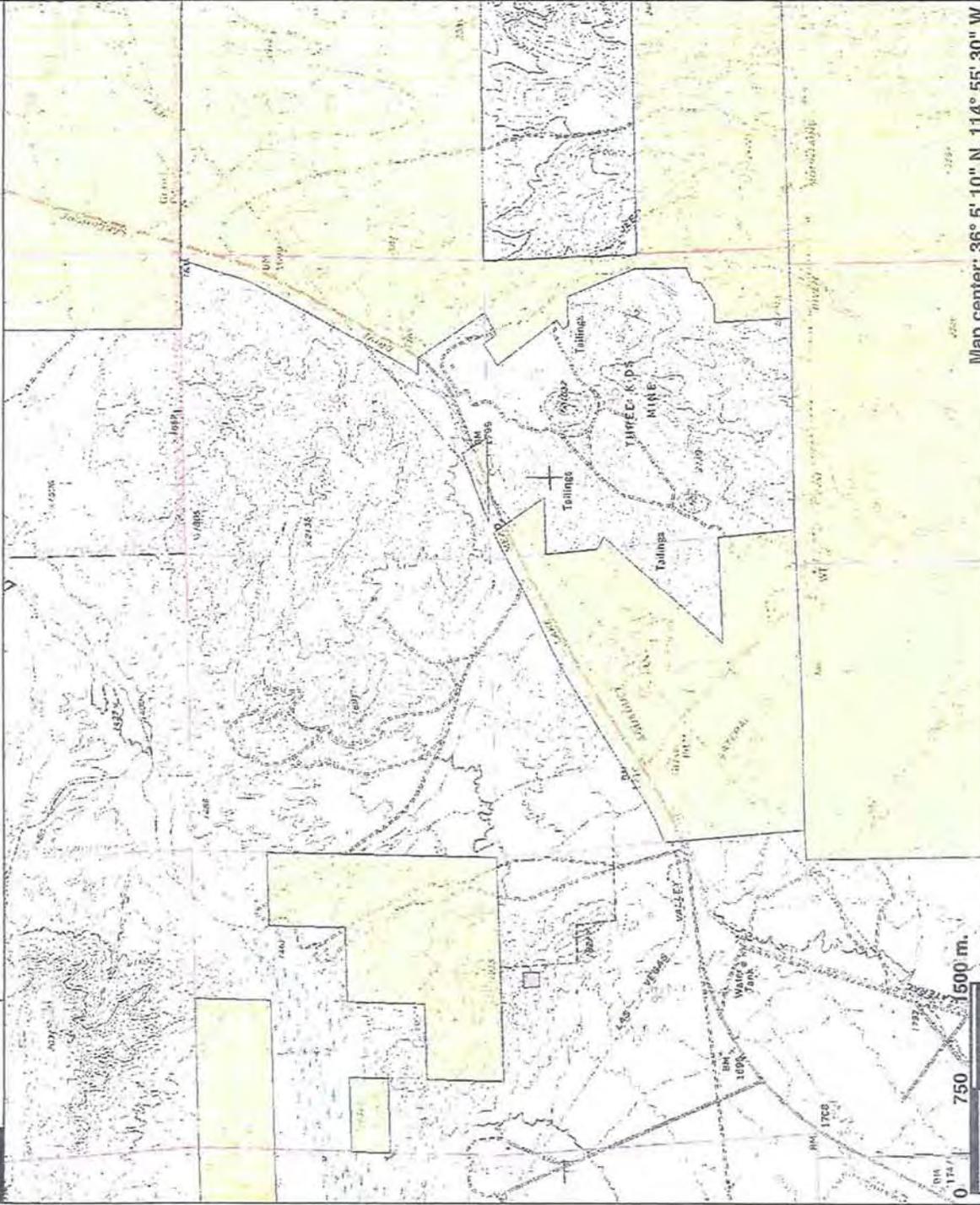
If you have questions, please call Mr. Dave Curtis, Realty Specialist, at 702-293-8132.

Sincerely,

Jean C. Rutherford, Manager
Lands Group

Enclosures - 3

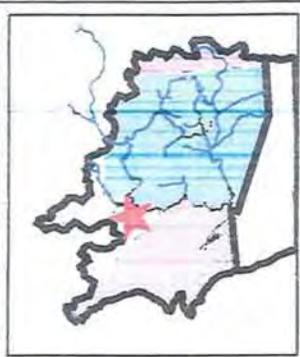
T. 21 S., R. 63 E.



This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Notes: Reclamation Lands between Boulder Highway and Lake Las Vegas Parkway

Map center: 36° 5' 10" N, 114° 55' 30" W



Legend

- ler_land_new
- WITHDRAWN1
- WITHDRAWN2
- WITHDRAWN
- FEE
- EASMENT
- SOLD
- UNDEFINED
- criver97
- LC_Lakes_poly_no_Mead_Moh-avg
- criver_all_arc_wo_res
- ca_trs
- az_trs
- NV_trs
- ler_reg_bnd
- lc_counties
- lc_states_update
- Arizona
- California
- Nevada
- New Mexico
- Utah

Reclamation Lands

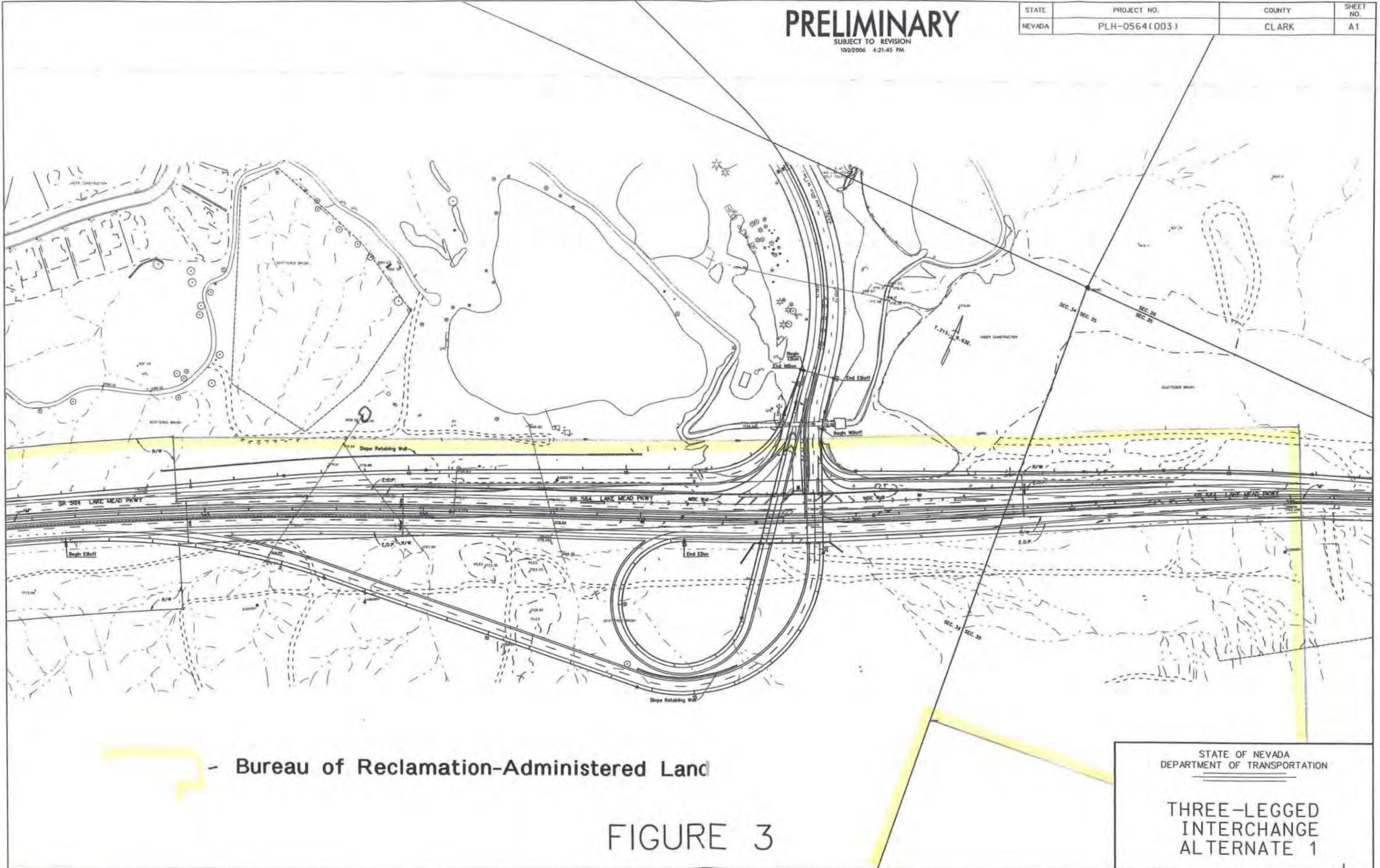
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PRELIMINARY

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10/2/2006 4:21:45 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	A1



- Bureau of Reclamation-Administered Land

FIGURE 3

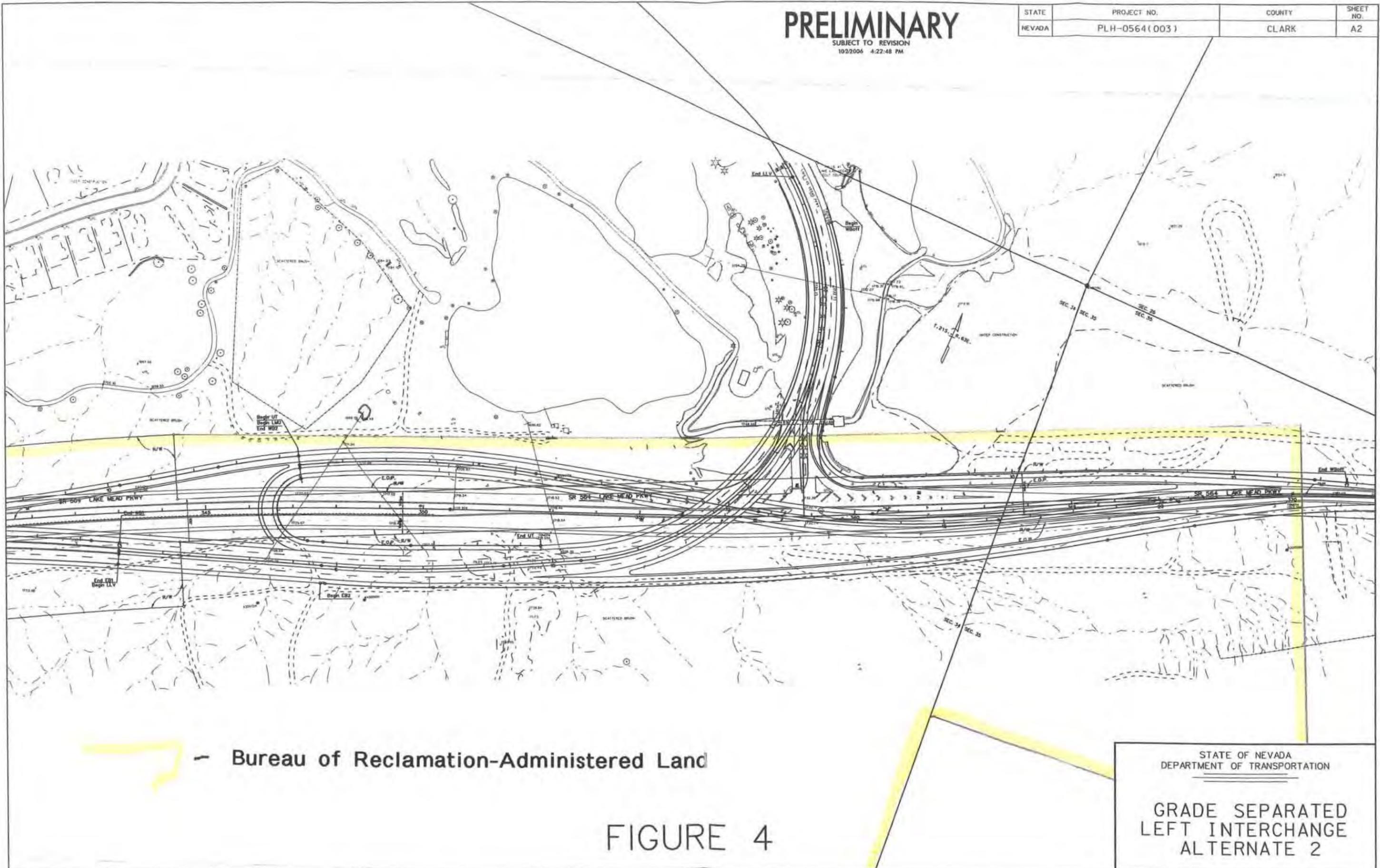
STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

THREE-LEGGED
INTERCHANGE
ALTERNATE 1

PRELIMINARY

SUBJECT TO REVISION
10/2/2006 4:22:48 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564 (003)	CLARK	A2



— Bureau of Reclamation-Administered Land

FIGURE 4

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

GRADE SEPARATED
LEFT INTERCHANGE
ALTERNATE 2

NEVADA DEPARTMENT OF TRANSPORTATION
Proposed Improvements to Lake Mead Parkway
and
Lake Las Vegas Parkway Intersection

TRANSCRIPT OF PUBLIC INFORMATION MEETING

Taken at City of Henderson City Hall
Council Chambers
Henderson, Nevada

Wednesday, October 11, 2006 * 4:00 p.m. to 7:00 p.m.

Reported by: Daren S. Bloxham, RPR No. 000335

COPY

P-R-O-C-E-E-D-I-N-G-S

--oOo--

(Personal Comments)

JERRY MANSFIELD: Well, I think one of the things that we think is crucial toward maintaining an effective traffic flow would be in the two current school zones to add the bridged walkovers across the highways, because right now there's a bottleneck now at the two school zones heavily, and they need to be there.

But when this traffic grows, which it's going to significantly because of Tuscany and Lake Las Vegas primarily, that's going to be a terrible bottleneck. And a bridged walkover would be a major improvement to the plan.

KATHY MANSFIELD: It would enable them to eliminate the school speed zones, which could keep traffic moving.

JERRY MANSFIELD: The other thing is -- and no one seemed to know about this, but apparently there's been federal funds approved for significant landscaping, similar to what's down there at the Fiesta. That would carry all the way out to Lake Mead. And that was I believe to go --

KATHY MANSFIELD: Excuse me. To Lake Las Vegas Boulevard.

JERRY MANSFIELD: No, actually out to Lake Mead,

1 the entrance to the park. But it was supposed to go almost
2 like 100 feet in both directions from the center point of
3 the highway. And I know that there was some trouble
4 getting the money actually funded and down here. But it
5 seemed like it would make sense to do that at the same time
6 as this project, to tie in the two for funding.

7 KATHY MANSFIELD: Assuming that's still even
8 there as funding. Who knows. With the feds, who knows.

9 JERRY MANSFIELD: And I probably don't want to
10 comment on the -- the entrance to Lake Las Vegas. Either
11 alternate 1 or alternate 2 is going to work. Thank you
12 very much.

13 --oOo--

14 ROBERT H. LONG: I live here. I work here. I
15 play here. I raise hell here. I express an opinion. I
16 use Lake Mead Parkway between Lake Mead Lounge, which is on
17 Lake Mead Parkway, to the lake. Right past the entrance to
18 Lake Las Vegas, the road narrows to a single lane going to
19 the lake. It's an accident waiting to happen.

20 There's a bait establishment there, a bait
21 store, convenience store just past where I'm talking
22 about, and people going in the mornings with their boat
23 and things like this. And the guy behind me is always
24 in a rush to get nowhere, and I happen to be in his way.
25 And it goes from two to one to disaster.

1 invited up and most of you came up and kind of got a
2 feel for what we're doing between Boulder Highway and
3 the Lake Las Vegas development.

4 First of all, it's a widening effort.

5 Currently there's six lanes heading northeast up into
6 Boulder Highway, they choke down to two, and they remain
7 two to Lake Las Vegas. What we're going to do is we're
8 going to reconfigure the Boulder Highway intersection to
9 carry three through lanes and keep the free rights and
10 carry those six lanes all the way to Lake Las Vegas.

11 With that we'll include a five-foot bike lane
12 that's dedicated to bikes on main line, and we also have
13 funding for multiuse paths. Currently we want to design
14 multiuse paths both north and south of Lake Mead Parkway
15 and somehow get them through the intersection of Lake
16 Las Vegas and on through to the Lake Mead Recreation
17 Area.

18 We started out with seven alternates early on.
19 We've now reduced them to two for the intersection of
20 Lake Las Vegas. Alternate 1, to my left, your right,
21 alternate 1 a standard configuration of a trumpet-style
22 three-legged interchange with a loop eastbound,
23 westbound off-ramp, and basically a diamond
24 configuration for the westbound on and the eastbound
25 off.

1 Alternate 2 is another configuration
2 originally developed by Kimley Horn & Associates for
3 Lake Las Vegas. And it is a left -- it's an elevated
4 left turn movement -- got that wrong, didn't I? It's in
5 your handout -- which would basically take two lanes of
6 traffic into Las Vegas, Lake Las Vegas, two lanes of
7 traffic out, with a U-turn to go eastbound into
8 Lake Mead Parkway and a traditional diamond-shaped
9 westbound off.

10 Currently the estimate for both of the
11 alternates, alternate 1 is right around 22 -- is it
12 alternate 1 was -- I'm sorry. Alternate 1 is right
13 around 21 million. That includes the widening.
14 Alternate 2 is running around 22 1/2 million, which
15 includes the widening.

16 Most of you have asked questions of us
17 earlier. Most of you will probably have questions
18 afterwards. Right now with the court stenographer
19 taking notes, we'll invite everyone to stand if you have
20 a question, state your name for the stenographer's
21 purpose and the document purpose, and we'll try to
22 answer it as best as possible.

23 If I have a blank look on my face, Chris
24 Petersen is the project manager, and I'll look at him
25 first. Mr. Casey Conner is the manager 1. I'll look at

1 him second. And I'll basically just stand here, if
2 anybody else jumps to answer the question.

3 When you do answer the question, please state
4 your name for the stenographer as well. With that, I
5 open it to questions.

6 FRANK CSIGA: I'll stand. Kevin, I'm Frank
7 Csigá. I'm with NDOT in roadway design. You mentioned
8 that the two alternatives are 21 million and 22 1/2
9 million. Is that a construction estimate only, or does
10 that including everything as far as whether there was any
11 right-of-way or utilities?

12 KEVIN MAXWELL: That does not include
13 right-of-way.

14 FRANK CSIGA: Is right-of-way required for both
15 projects, do we know yet, or is it required for one and not
16 the other?

17 KEVIN MAXWELL: Right now we have preliminary
18 information that right-of-way would not be required, in
19 essence, for alternate 2, because we do have an
20 agreement/permit with the Bureau of Land that goes 100 feet
21 both sides of the intersection, and with some maybe walls
22 or something to take the fill back to tweak the profiles,
23 and right-of-way wouldn't be as much a concern as it would
24 with alternate 1.

25 FRANK CSIGA: So we would expect at least some

1 additional costs with alternative -- what is it?

2 KEVIN MAXWELL: Alternative 1.

3 FRANK CSIGA: Alternative 1.

4 KEVIN MAXWELL: Alternative 1 will more than
5 likely eclipse alternative 2 in right-of-way cost by a
6 thousand percent. Other questions? If you had questions
7 earlier and you didn't get with the court stenograph or you
8 did not fill out a comment card and put it in the box and
9 you'd like to do that now, that would be fine. Even though
10 you already know the answer, maybe it will enlighten the
11 rest of the group. This is too easy. Sir?

12 WILLIAM D. BENEDETTO: Bill D. Benedetto. Which
13 one is going to move traffic faster, alternative 1 or
14 alternate 2? Which is better for the flow of traffic?

15 KEVIN MAXWELL: Depends on your destination.

16 WILLIAM D. BENEDETTO: Just the traffic on the
17 State Route in general.

18 KEVIN MAXWELL: Right now most of the traffic is
19 the Lake Las Vegas traffic to Las Vegas. Preliminary
20 studies through traffic alternate 1 will carry the traffic
21 better, because it is more -- it's not an atypical design.

22 The only movement alternative 2 slows down is
23 the east movement, which is really only going to be
24 about 10-15 percent of the actual 2027 projections.

25 MICHAEL REISS: How many lanes coming out of Lake

1 Las Vegas going west, whether it be --

2 KEVIN MAXWELL: Two lanes.

3 MICHAEL REISS: Two travel lanes in both
4 alternatives?

5 KEVIN MAXWELL: Yes.

6 MICHAEL REISS: So there really isn't any slowing
7 down?

8 KEVIN MAXWELL: Should be 45 straight to 55.

9 MICHAEL REISS: Either one?

10 KEVIN MAXWELL: Correct.

11 MICHAEL REISS: And vice versa, coming home?

12 KEVIN MAXWELL: Coming in it's 55 and back to 45
13 going in.

14 MICHAEL REISS: In either alternative?

15 KEVIN MAXWELL: Both alternatives are designed to
16 handle that traffic.

17 MICHAEL REISS: Equally?

18 KEVIN MAXWELL: Yes. Other questions as you
19 think of them?

20 WILLIAM D. BENEDETTO: When would the project
21 start?

22 KEVIN MAXWELL: Right now our best hope is to
23 begin construction in spring of 2009. We want to advertise
24 sometime in the winter, early early 2008, early 2009 in
25 order to get the contract on the ground in spring.

1 WILLIAM D. BENEDETTO: We've heard that.

2 KEVIN MAXWELL: Please write that down. Sooner
3 the better, sooner the better, sooner the better. That
4 just puts fire under a lot of people, just fires them up to
5 get the job done.

6 IKE AYRE: Ike Ayre. Curious the duration of
7 this project?

8 KEVIN MAXWELL: As far as construction?

9 IKE AYRE: Yes.

10 CHRIS PETERSEN: 18 months.

11 KEVIN MAXWELL: 18 months, yeah.

12 MICHAEL REISS: Any plans for the median, the
13 center?

14 KEVIN MAXWELL: The median of Lake Mead?

15 MICHAEL REISS: Right.

16 KEVIN MAXWELL: For the most part, we want to do
17 as much of the widening as we can in the median, because we
18 do have drainage features on the outside. That which is
19 left over, four to six feet, we're going to do our best
20 aesthetically to enhance it, whether it be small shrubs,
21 small trees, small diameter, whatever we can do, rock,
22 something nice, and then the outside the same. We're still
23 developing themes and aesthetic and landscaping themes.
24 Your name?

25 MICHAEL REISS: Michael Reiss.

1 KEVIN MAXWELL: Frank Csiga?

2 FRANK CSIGA: Kevin, will there be some public
3 meetings, also, on the landscaping alternatives that are
4 developed to receive input from the public?

5 KEVIN MAXWELL: Yes. We recently received lists
6 of stakeholders. That's developers, landowners, store
7 fronts, anybody interested -- not anybody interested. We
8 don't want everybody coming down, naturally.

9 Anybody who's interested in not only what it's
10 going to look like but what it's going to take to
11 maintain it. There's going to be some agreements with
12 people to maintain them. All that needs to be worked
13 out. But, yes, that's in the very, very early stages
14 still. Sir?

15 ROBERT H. LONG: My name is Robert Long. I live
16 in Indian Village. I travel this road regularly. I'm here
17 to express an opinion. It's beautiful, both of them. It's
18 going to get worse. But the death trap is right there.

19 And there's an entrance in the rear of Lake
20 Las Vegas that is being ignored. Everybody's assuming
21 everybody goes in and out one way. That's not true.
22 And that project is 50 years yet to be completed out in
23 Lake Las Vegas.

24 There's going to be a lot of problems right
25 there at that boat storage yard, Laker Plaza, who a

1 friend of mine owns that place. And they're already
2 doing the preliminary dirt work for Lake Las Vegas. So
3 I believe the alternative 1 or 2 is beautiful. It's
4 just we're not going far enough. We've got to get back
5 to that --

6 KEVIN MAXWELL: Carry the two lanes through?

7 ROBERT H. LONG: Get back to that back entrance
8 to Lake Las Vegas.

9 KEVIN MAXWELL: Carry two lanes?

10 ROBERT H. LONG: It's got to be addressed.
11 There's going to be -- the speed limit is 55
12 miles-per-hour, and they're driving 80 right now.

13 KEVIN MAXWELL: Thank you, Robert.

14 ROBERT H. LONG: And you're riding into the sun
15 in the morning, and you're riding into the sun in the
16 evening. I see it every day. I go out there every day.
17 I'm retired, retarded, and love Lake Las Vegas and
18 Lake Mead.

19 KEVIN MAXWELL: From what I understand of the
20 access he's referring to is just east of Lake Las Vegas
21 Boulevard. From what I understand, after construction,
22 which we know is in the future, well beyond, that that will
23 simply become a maintenance gateway.

24 It's not going to be a residential gateway.
25 Am I correct in that assumption, Joe? Ken?

1 KEN ACKERET: Yeah. The accesses to Lake Las
2 Vegas today that is on the east side is construction
3 access, and it is to still be maintained as a maintenance
4 access.

5 KEVIN MAXWELL: Right. But we can see ADTs of
6 that movement considerably lessen as full development
7 reaches Lake Las Vegas. In that aspect, that's not always
8 going to be a main travelway for the workers and
9 maintenance people.

10 As far as carrying the two lanes, our main
11 concern in dropping it to its original configuration was
12 the properties. But obviously in thinking that we
13 didn't want to mess with the property, now we may be
14 thinking that we probably should at least ask for
15 permission to extend the roadway in that area.

16 ROBERT H. LONG: I would like add this because I
17 see this. The delivery people, the over-the-road boys with
18 the 18-wheelers, they don't know where they're going, but
19 they're looking for Lake Las Vegas and they miss that turn.

20 KEVIN MAXWELL: They miss the first one.

21 ROBERT H. LONG: And they get down there by Laker
22 Plaza, and they're in a -- they got a problem. And you're
23 going to make that back door a delivery entrance in the
24 future. Them big trucks are going to have problems getting
25 in and out.

1 KEVIN MAXWELL: Okay. We'll look at the
2 configuration of that for the larger trucks, whether or
3 not -- any other questions? Sir?

4 ALLEN MOORE: Allen Moore. I have one question
5 as far as the timing goes, the planning of the project,
6 where do you start and where do you end? Is it going to
7 start at Boulder Highway and Lake Mead and work its way to
8 Lake Las Vegas, or just the opposite of that?

9 Many of us here, it's not Lake Las Vegas
10 residents that are affected by that up to that point.
11 The second question, is there any plans to connect this
12 road eventually through the rec area to connect to the
13 new Hoover Dam project as a bypass?

14 KEVIN MAXWELL: For the first one, our project
15 limits are going to be just west of Boulder to where we can
16 open to three lanes through. And as far as the access to
17 Boulder Highway --

18 FRANK CSIGA: Excuse me. Do you mean more from a
19 phasing standpoint? Is it going to be single project, or
20 are we going to start on one end or the other?

21 ALLEN MOORE: Yeah, one end or the other, or is
22 it all at one time? How is that going to be?

23 KEVIN MAXWELL: In my experience, what we've
24 found most effective and what we prefer is in the direction
25 of traffic, start at Boulder Highway and widen out to Lake

1 Las Vegas. Now, as far as the current work going, building
2 some sort of frontage to get traffic around the
3 construction of the interchange and that type of stuff,
4 perhaps the widening can be started at Boulder Highway, and
5 that type of frontage can be built, which later on would
6 coincide with whatever alternate to get traffic around
7 there.

8 And then that way we're not affecting traffic
9 at this intersection at all, and they can be working on
10 that the whole time they're widening as well. All that
11 at least by the time we're at intermediate, which is
12 about 60 percent, is the way a lot of those types of
13 constructability and construction phasing will be taken
14 into account for traffic management. Traffic management
15 will dictate most of what we put together.

16 FRANK CSIGA: And at the moment, the project is
17 planned to be one construction project, not done in -- over
18 this much done this year. Right now it's planned as one
19 project. I think that ultimately will be incumbent upon
20 funding, but funding is starting to be clearer now.

21 As far as the other question, never say never,
22 but it's doubtful that there ever will be a connection
23 from here to the Hoover Dam bypass through the Bureau of
24 Rec national recreation area lands.

25 ALLEN MOORE: That would affect the beyond Lake

1 Las Vegas.

2 KEVIN MAXWELL: The capacity needs.

3 ALLEN MOORE: Right.

4 KEVIN MAXWELL: Yes.

5 JEANNE KOESTER: I live out on Continental which
6 runs parallel with Lake Mead.

7 KEVIN MAXWELL: Your name?

8 JEANNE KOESTER: Jeanne Koester. Would that
9 affect Continental in any way?

10 KEVIN MAXWELL: The widening of Lake Mead?

11 JEANNE KOESTER: Uh-huh (affirmative).

12 KEVIN MAXWELL: I don't believe so. If it's
13 parallel residential, I don't believe so.

14 JEANNE KOESTER: Okay.

15 CHRIS PETERSEN: Throughout the widening from
16 Lake Las Vegas to Boulder Highway, we stay within the
17 footprint of the right-of-way we have right now. It's when
18 we get to the interchange with one of these alternatives,
19 whatever we -- whatever is decided, that's when we get
20 outside the right-of-way. Everything will be within
21 right-of-way from this interchange all the way to
22 Boulder Highway.

23 MICHAEL REISS: How much of the -- are you going
24 to be working with the bike lanes or connection to the bike
25 lane in that existing -- that existing that's out there?

1 KEVIN MAXWELL: Right, the existing equestrian.
2 The one he's referring to is running south on
3 Boulder Highway. There's a loop trail that takes off --
4 looking at me this way. It takes off and comes into
5 Lake Mead, and there's actually an underpass on Lake Mead
6 right now for that equestrian trail.

7 MICHAEL REISS: Bike trail.

8 CHRIS PETERSEN: Right.

9 MICHAEL REISS: It's a paved trail.

10 KEVIN MAXWELL: Paved trail, yeah, multiuse paved
11 trail. We will in some aspect at that tunnel come into
12 that. We will tie into that.

13 MICHAEL REISS: Is it possible -- how many
14 intersections are you going to be dealing with along
15 Lake Mead?

16 KEVIN MAXWELL: Gosh, 15?

17 MICHAEL REISS: 15 of them.

18 KEVIN MAXWELL: 15 or 16.

19 MICHAEL REISS: There's an existing bike lane now
20 that I know a lot of bicyclists use. Is there any way to
21 allow through bike lanes to get through intersections
22 without having bikers having to stop?

23 KEVIN MAXWELL: What we do right now, it's
24 basically a 10-foot unmarked bike route. So, yeah, through
25 the interactions they're on their own. With it becoming a

1 dedicated bike lane and we pave an extra five feet for it,
2 what we would actually do is drop -- prior to coming to the
3 intersection, we would take the lane over and into a
4 through lane. The right-hand turn movement would then have
5 to say, "Are there any bikes?" and get into -- that seems
6 to be effective. The MUTC says it's safe, and we go by
7 that.

8 MICHAEL REISS: Relatively safe.

9 KEVIN MAXWELL: Relatively safe with cars on both
10 sides of you. I'm not a bicyclist myself, and the movement
11 itself looks a little dangerous to me as well. But MUTC
12 says it's good. We'd hate to keep them on the shoulder
13 because that right-hand movement, more people are looking
14 off to their left when they're about to make that right.
15 Bike has no chance if they're not watching.

16 So we take the motorist out of the equation by
17 pushing him over. Now he can look all he wants to the
18 left and not worry about the bicycles on the right. The
19 bicyclist has to make that maneuver. And if they don't
20 like it, we've got a 12-foot multiuse path that they can
21 ride on the outside for the nonserious, serious people.
22 They can get out on the multiuse path and be safer.

23 MICHAEL REISS: As long as there's good tie-ins
24 to that.

25 KEVIN MAXWELL: We're going to try our best.

1 Other questions? They're popping up. They're popping up.
2 What does everybody like? Show of hands. Is everybody
3 writing their comments down and leaving them in the box
4 and/or with the court stenographer? He can't type out a
5 show of hands.

6 If you like one or the other, please write it
7 down. It does go into the NEPA document. Comments are
8 addressed. And I'm not saying we're going to take a
9 tally of them and that's what dictates what is built out
10 there, but it does come into account when we make our
11 decision.

12 PAT BRISBIN: I'm Pat Brisbin. I'm with the
13 Environmental Services Division. The public comment period
14 remains open following this meeting for another two weeks.
15 And while we're pursuing the traffic engineering and
16 environmental studies, as issues come up, you certainly
17 have other opportunities to let us know what those are.

18 So it's not -- it is an ongoing process. We
19 do appreciate receiving your comments within this next
20 week period, because it gives us a better idea what
21 direction we're headed in terms of what the issues are
22 we need to take a look at, some of which we know about
23 and some of which we may not. Just to remind you on
24 that.

25 For those folks that walked in and maybe

1 didn't sign in or didn't get a packet, we would really
2 appreciate it if you would sign in. And we've got more
3 information packets if you'd like to take one home.

4 Just come to the back.

5 KEVIN MAXWELL: Thank you, Patty. Other comments
6 and questions during the official presentation portion of
7 this meeting? Sir?

8 WILLIAM D. BENEDETTO: I think it's a wonderful
9 project.

10 KEVIN MAXWELL: Thank you. And hurry up.

11 WILLIAM D. BENEDETTO: I didn't say that.

12 KEVIN MAXWELL: I know. I could see it in your
13 eyes.

14 WILLIAM D. BENEDETTO: You guys get that a lot,
15 right?

16 KEVIN MAXWELL: Thank you. Okay.

17 PAT BRISBIN: Project representatives will be
18 available until 7:00. So if you want to go and talk to
19 those individually, if you think of other questions, you're
20 more than welcome to go back and talk to those folks on an
21 individual basis. So thank you very much.

22 KEVIN MAXWELL: Thank you all for coming.

23 (The meeting concluded at 7:00 p.m.

24 on this, the 11th day of October, 2006.)

25

C E R T I F I C A T E

STATE OF NEVADA)

COUNTY OF CLARK)

I, Daren S. Bloxham, a Notary Public and Certified Shorthand Reporter, hereby certify that at the time and place set forth in the caption hereof, I reported in stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were transcribed through computer-aided transcription; and the foregoing transcript constitutes a full, true and accurate record of such testimony adduced and oral proceedings had, and of the whole thereof.

Witness my signature at Las Vegas, Nevada, on this 17th day of October, 2006.



DAREN S. BLOXHAM

C.C.R. #685

PRELIMINARY

SUBJECT TO REVISION
10/22/06 4:21:45 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564 (003)	CLARK	A1

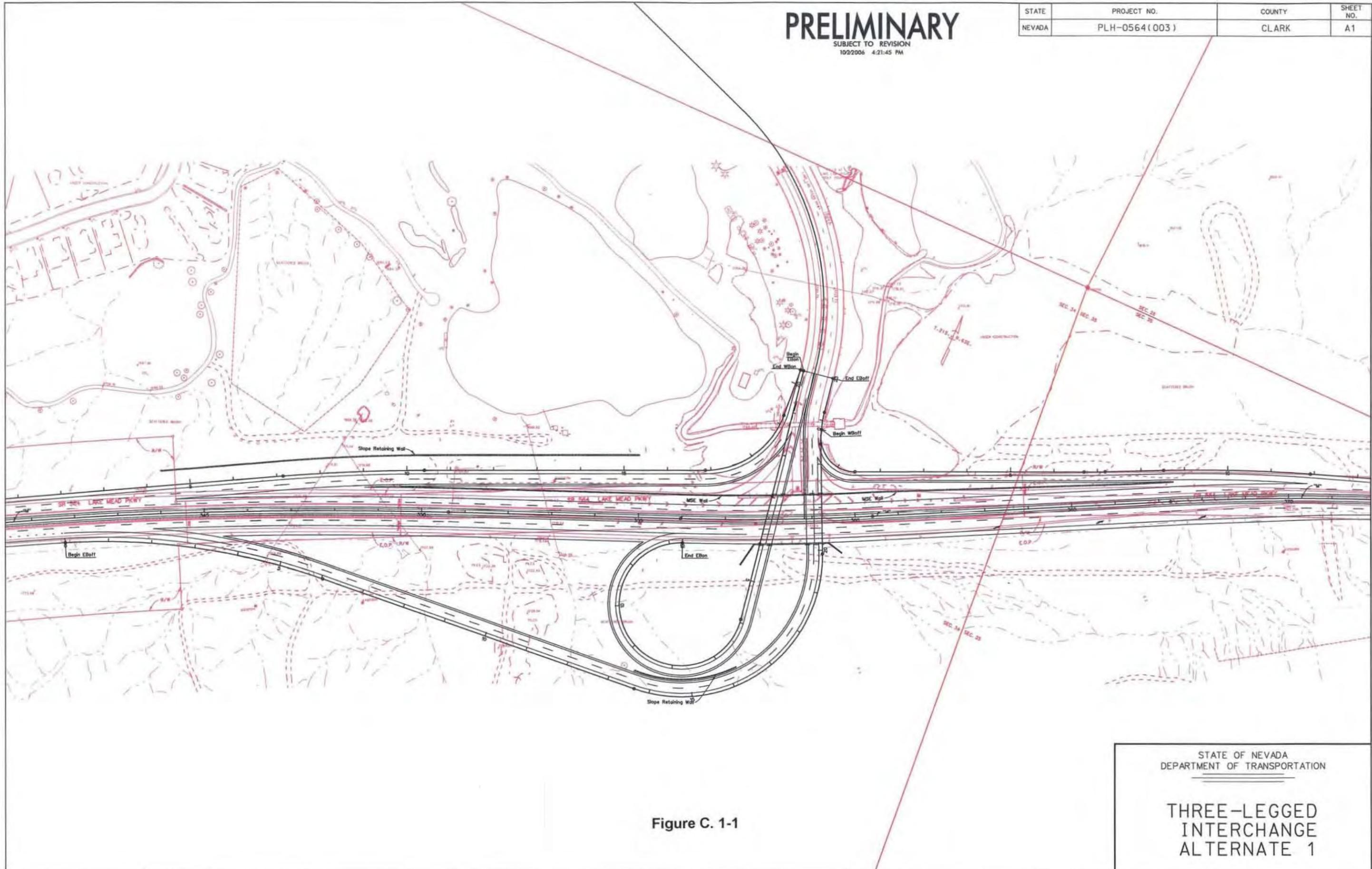


Figure C. 1-1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

THREE-LEGGED
INTERCHANGE
ALTERNATE 1

PRELIMINARY

SUBJECT TO REVISION
10/2/2006 4:22:48 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	A2

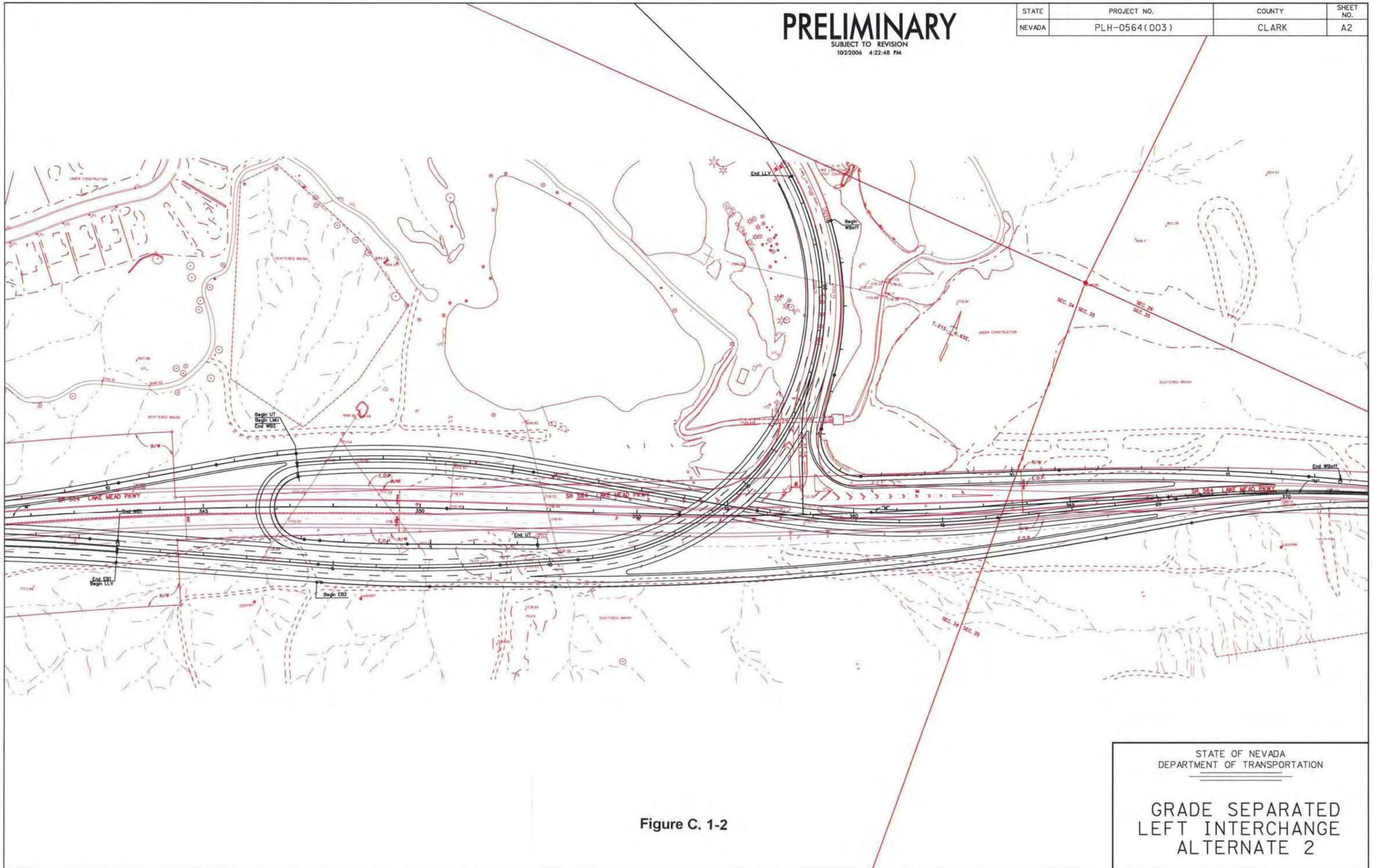


Figure C. 1-2

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

GRADE SEPARATED
LEFT INTERCHANGE
ALTERNATE 2

SECTION C.2

April 24, 2007 Public Information Meeting

Section Contents

- C.2 Oral and/or Written Comments Submitted for the October 11, 2006 Public Information Meeting**
 - C.2.1 List of Individuals and Businesses that Submitted Written Comments**
 - C.2.2 List of Agencies that Submitted Written Comments**
 - C.2.3 Oral Comments Submitted for the October 11, 2006 Public Information Meeting Record (Transcripts)**
 - C.2.4 Summary of Comments and Responses**
 - C.2.4.1 Written Comments Submitted by Individuals and Businesses and Responses**
 - C.2.4.2 Written Comments Submitted by Agencies and Responses**
 - C.2.4.3 Oral Comments Submitted to the Court Reporter and Responses**

Verbatim Written Comments

April 24, 2007 Public Information Meeting Transcripts

- Figure C.2-1, Intersection Improvement Alternate 3**
- Figure C.2-2, Intersection Improvement Alternate 4**

**Lake Mead Parkway Transportation Improvements
Boulder Highway to the Lake Mead National Recreation Area
Public Meeting Information Meeting
April 24, 2007**

**C.2 Oral and/or Written Comments Submitted for the April 24, 2007
Public Information Meeting**

C.2.1 List of Individuals and Businesses that Submitted Written Comments

Jackson, Robert L., PhD

Millis, Pat

Reiss, Michael

Soehlke, Tom

Unger Development, Mindy Unger-Wadkins, Project Manager

C.2.2 List of Agencies that Submitted Written Comments

Nevada Department of Administration, Nevada State Clearinghouse

United States Department of Homeland Security, FEMA Region IX

**C.2.3 Oral Comments Submitted for the April 24, 2007 Public Information Meeting
Record (Transcripts)**

Unidentified Speaker

Pat Millis

C.2.4 Summary of Comments and Responses

The comments and responses that follow are in the order listed above. Verbatim written and oral comments from which the summary comments were excerpted are included in this section of the Appendix. In addition to intersection improvement Alternates 1 and 2 (Figures C.1-1 and C.1-2) presented October 11, 2006, two additional intersection improvement alternates were presented at this second public information meeting. Lake Mead Parkway/Lake Las Vegas Parkway intersection improvement Alternates 3 and 4 are shown in Figures C.2-1 and C.2-2 in this section of the Appendix.

**C.2.4.1 Written Comments Submitted by Individuals and Businesses and
Responses**

Name: Robert L. Jackson, PhD

Comment: 1) Mr. Jackson suggested that the extension of Warm Springs Road through Lake Mead Parkway to connect to the Boulder Highway portion of Warm Springs Road be constructed during or before any expansion of Lake Mead Parkway.

2) Mr. Jackson also proposed that a pedestrian overpass be constructed for pedestrians crossing Lake Mead Parkway to Warm Springs and for students' access to Brown Middle School.

Response: 1) Warm Springs Road is planned to connect to Boulder Highway in the future, but when this would occur depends on several factors, including the rate of development and the associated increase in traffic volumes and demand for improved or new roadway facilities.

2) As noted in a previous response, the school zones would be removed from Lake Mead Parkway in the project after-condition. Students and other pedestrians would be redirected to cross Lake Mead Parkway at a signalized intersection with a median pedestrian refuge island.

Name: Pat Millis

Comment: Mr. Millis asked if the State is going to landscape and maintain access for residents on Dinkeldorf? Will the State maintain the property adjacent to the right-of-way?

Response: The area between Dinkeldorf Road and NDOT right-of-way would be landscaped and maintained, however, all access from the residents' backyard to Dinkeldorf Road would be eliminated.

Name: Michael Reiss

Comment: Mr. Reiss preferred intersection improvement Alternate 3 (Figure C.2-1). Mr. Reiss also expressed support for a bike/pedestrian facility separated from the roadway traffic and wide enough for bikes to distance themselves from the pedestrians.

Response: The City of Henderson is planning to construct a 12-foot shared use path on this section of roadway in late 2009.

Name: Tom Soehlke

Comment: Mr. Soehlke recommended that Warm Springs Road be extended between Lake Mead Parkway and Boulder Highway to relieve traffic congestion on Lake Mead Parkway for those drivers that must travel westbound Lake Mead Parkway to access northwest Boulder Highway.

Response: Warm Springs Road is planned to connect to Boulder Highway in the future, but when this would occur depends on several factors, including the rate of development and the associated increase in traffic volumes and demand for improved or new roadway facilities.

Name: Unger Development, Mindy Unger Wadkins, Three Kids Mine Site Development

Comment: Ms. Unger-Wadkins expressed concern that due to the remediation of the mine site (located across from the Lake Las Vegas development adjacent to and south of Lake Mead Parkway) required by the Nevada Department of Environmental Protection prior to developing the property, any intersection improvement alternative potentially impacting the property could not be implemented until at least 2011. Ms. Unger-Wadkins requested that NDOT coordinate with Unger Development's traffic engineers/planners to provide access to and from Lake Mead Parkway to their future 1200-acre master-planned community.

Response: Two potential alternatives to grade-separate the Lake Mead Parkway/Lake Las Vegas Parkway intersection were initially considered in the project development process (2006/2007). The interchange design concepts shown at the first public information meeting (refer to Figures C.1-1, C.1-2 in section C.1) were a Three-Legged Interchange, Alternate 1, and a Grade Separated Left Interchange, Alternate 2. Two more grade-separated intersection design concepts (refer to Figures C.2-1, C.2-2 in this section), including a flyover configuration, were developed following the first public meeting. These were presented to the public at a second information meeting held April 24, 2007. Subsequently, due to funding constraints and other concerns (e.g., development access, soil contamination at the Three Kids Mine site), the intersection design concepts developed up to this point were not moved forward and are no longer being considered within the scope of this project.

During the project development process and prior to and during construction, NDOT will coordinate with property owners potentially affected by the project to address property impact concerns such as property access and temporary or permanent right-of-way acquisition. Refer to section 2.2.3, Social Considerations.

C.2.4.2 Written Comments Submitted by Agencies and Responses

Name: Nevada Department of Administration, Nevada State Clearinghouse, Gosia Sylwestrzak

Comment: The State Clearinghouse informed NDOT that the proposed project is not in conflict with state plans, goals, or objectives.

Response: No response is necessary.

Name: United States Department of Homeland Security, FEMA Region IX, Michael Shore, Branch Chief Community Mitigation Programs

Comment: Mr. Shore requested that NDOT review the current effective countrywide Flood Insurance Rate Maps (FIRMs) for Clark County. He stated that the City of Henderson is a participant in the National Flood Insurance Program (NFIP) which requires adherence to at least minimum NFIP floodplain building requirements as cited in Volume 44 of Federal Regulations (44 CFR), sections 59-65.

Response: Construction of the proposed new lanes and improvements to the existing drainage facilities will not create any adverse drainage impacts to upstream or downstream properties. Refer to section 2.2.4, Floodplain and Hydrologic Assessment.

C.2.4.3 Summary of Oral Comments and Responses

The following is a summary of oral comments recorded and transcribed for the April 24, 2007 Public Information Meeting public record. Page references correspond to the pages as numbered in the April 24, 2007 meeting transcripts included in this section of the Appendix.

Name: Unidentified Speaker (p. 9)

Comment: This speaker asked if the widening is still in the center median?

Response: Widening Lake Mead Parkway would utilize the available median area to the extent possible. However, widening would also occur to the outside of the roadway in some areas of the project. Refer to page 9.

Name: Pat Millis (pages 13-17)

Comment: Mr. Millis asked:

- 1) When will the project go to bid [advertise]?
- 2) Will Dinkledorf, the access road behind Continental Street, be affected; will backyard access from Dinkledorf remain the same?
- 3) Will the State start taking care of that property that they own now?
- 4) Will signals be installed on Lake Mead Parkway at Ivy Street and Ash Street?
- 5) Is there anything planned for the roadway past the main entrance of Lake Las Vegas?

- Response:**
- 1) The project is planned to advertise in summer 2009, with construction starting in late 2009.
 - 2) The area between Dinkeldorf Road and NDOT right-of-way will be landscaped and maintained, however all access from the residents backyard to Dinkeldorf Road will be eliminated. Continental Avenue will not be affected. Refer to pages 13 and 14.
 - 3) The entire corridor will be maintained when the landscaping is completed, which will be late 2010. See page 14.
 - 4) Intersections will be evaluated to determine if signals are warranted. Conduit will be installed at most locations to accommodate future signals. Refer to pages 15 and 16.
 - 5) This project will be designed to transition into the two-lane segment past the Lake Las Vegas main entrance to the LMNRA entrance due to the limited capacity of the road east of the Lake Las Vegas Parkway/Lake Mead Parkway intersection to the LMNRA entrance. Refer to page 17.

From: Stoneyjax75@aol.com [mailto:Stoneyjax75@aol.com]
Sent: Wednesday, May 09, 2007 5:40 PM
To: Information DL
Subject: Proposed Development along Lake Mead Parkway

Messrs McMartin and Petersen:

I have read with great interest the article prepared by Jeremy Twitchell regarding plans for expanding and developing Lake Mead Parkway to Lake Las Vegas. I commend your willingness to seek public feedback on this issue. I apologize for not attending the meeting and sharing my thoughts with you in person. I thank you for allowing reactions through the above Email address.

My house is located East of Lake Mead Parkway. My backyard, and also the yard of many neighbors, is on Warm Springs Road, just beyond the flood control project. When I purchased this property 14 years ago, it was known as Warm Springs Parc development.

Living in a two story home I am well aware of the traffic entering Lake Mead Parkway from Warm Spring Road. The construction of housing both North and East from our area has mushroomed just as the traffic has increased on Lake Mead Parkway. In fact, the only real access to the Parkway traveling West is from Warm Springs Road, Burkholder and Boulder Highway. This means that residents from our area have been forced to drive North along Racetrack Road to Warm Springs, and then West to Lake Mead Parkway. As building continues to grow, more and more traffic has been noted on Warm Springs Road.

Warm Springs Road is essentially a "dead end" at Lake Mead Parkway and all of the traffic is forced to turn left or right onto Lake Mead Parkway. For the life of me, I cannot understand why Warm Springs Road has not been extended to join up with the Warm Springs Road that has been constructed starting at Boulder Highway. By building into your plan the small but missing loop extending Warm Springs Road to Boulder Highway will serve this community in many ways.

1. All of the traffic wishing to use Boulder Highway to travel northerly would by-pass the bottleneck and congestion which now occurs at the junction of Boulder Highway and Lake Mead Parkway.
2. There is no constructed buildings or homes which would have to be moved- the loop is essentially empty desert. I know that at one time the refuse company used the area to the Northwest as a dump. This might mean that soil studies are needed to ensure quality road construction.
3. By building six lanes without considering minor road construction unifying Warm Springs Road would deter any future consideration of Warm Springs Road as a major East/West travel zone to Boulder Highway and the traffic coming onto Lake Mead Parkway will worsen in proportion to the amount of new construction.

I therefore request that you consider the extension of Warm Springs Road through Lake Mead Parkway and connect it to the Boulder Highway portion of Warm Springs Road. This needs to be done during or before any large expansion of Lake Mead Parkway!

The four lane expansion of Warm Spring Road East of Center Street alleviated some traffic problems but also isolated our housing complex with one major exit onto Warm Springs Road via Dahlia St. Since concrete barriers have been placed along the center lines of Warm Springs Road, all outgoing traffic MUST turn right, then make a U turn into the oncoming traffic from the East in order to reach Lake Mead Parkway. This presents a serious problem during heavy traffic hours.

I would think that there would be some concern about students' access to Brown Middle School with any changes on Warm Springs itself. I would propose a pedestrian overpass for the students and pedestrians.

While I support the notion that traffic flow needs to improve on Lake Mead Parkway, I am convinced the expansion of the Parkway AND the completion of an unfinished Warm Springs Road will satisfactorily handle the new demands placed on them.

Sincerely Yours,
Robert L. Jackson, PhD
810 Purple Sage Terrace
Henderson, NV. 89015
566-0166
Stoneyjax75@aol.com

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and

Lake Las Vegas Parkway Intersection
(E.A. 73263)

City of Henderson City Hall Council Chambers
Henderson, Nevada

April 24, 2007

Name: PAT MILLIS

Address: 106 CONTINENTAL AV
HENDERSON NV 89015

Phone: (702) 565-1808

Do you support this project? Yes No

Comments:
IS THE STATE GOING TO LANDSCAPE & MAINTAIN ACCESS
FOR RESIDENTS ON DINKLEDREE?

WILL THEY STATE MAINTAIN THE PROPERTY
ADJACENT TO THE RIGHT-OF-WAY?

Public Meeting Comments: *Please comment on the format of this Public Meeting. For example, are the meeting times convenient? Did the meeting help you understand the project? How many public meetings have you attended?*

MEETING #2; INFORMATIVE

Please remove this form, enter the information requested and place the completed form in a box marked "Comments" at this hearing 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, May 11, 2007. You may also give your comments orally to the court reporter at this hearing.

Thank you for your interest and participation.

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and

Lake Las Vegas Parkway Intersection
(E.A. 73263)

City of Henderson City Hall Council Chambers
Henderson, Nevada

April 24, 2007

Name: Michael Reiss
Address: 4485 Reiss
Las Vegas, NV 89121
Phone: 702-384-3904

Do you support this project? Yes No

Comments:

I prefer Alternate 3

I greatly support detached
bike lanes that are a safe
distance away from traffic and
are wide enough for bikes to distance
themselves away from pedestrians

Public Meeting Comments: *Please comment on the format of this Public Meeting. For example, are the meeting times convenient? Did the meeting help you understand the project? How many public meetings have you attended?*

OK, Yes, 2

Please remove this form, enter the information requested and place the completed form in a box marked "Comments" at this hearing 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, May 11, 2007. You may also give your comments orally to the court reporter at this hearing.

Thank you for your interest and participation.

From: Tom Soehlke [mailto:wanderlust11@cox.net]
Sent: Thursday, May 10, 2007 3:35 PM
To: Undisclosed-Recipient;;
Cc: Robert Jackson
Subject: Lake Mead Pkwy.

I was recently informed of the consideration for improvements to Lake Mead Pkwy. east of Warm Springs Rd. in Henderson. While the future growth in this area will necessitate the widening of Lake Mead Pkwy., there is another roadway that would offer more benefit to current traffic congestion; that being Warm Springs Rd. (now non-existing) from Lake Mead Pkwy. westerly to Boulder Highway. Since there is currently no other choice but to travel Lake Mead Pkwy. westerly to Boulder Highway, and then turn right to continue to the northwest, connecting Warm Springs Rd. from Lake Mead Pkwy. westerly to Boulder Highway would offer much needed relief to the current congestion along Lake Mead Pkwy. east of Boulder Highway. If there is pending developer participation in the area mentioned, even a two lane interim road would be a great help. Thank you.

Respectfully,
Tom Soehlke
e-mail: wanderlust11@cox.net



May 11, 2007

Nevada Department of Transportation
Environmental Services Division
Attn: Mr. Daryl N. James, P.E., Chief E. S. D.
1263 S Stewart Avenue
Carson City, NV 89712

RE: E. A. 73263; Lake Las Vegas Parkway Intersection/Lake Mead Parkway
Improvements

Dear Mr. James,

Note: We please ask that this document be included as part of the "Public Record" in lieu of the supplied "Comment Form" that we were afforded during the Informational Meeting held in City of Henderson City Hall Council Chambers in Henderson Nevada on April 24, 2007.

To begin, we'd like to thank NDOT for now including the south side of Lake Mead into consideration for the Lake Las Vegas interchange design process since our first letter in mid-December 2006. We have reviewed the project data sheets and all the five (5) different alternatives presented as well as the Exhibits: Alternate 1, Alternate 2, Alternate 3, and Alternate 4 as part of the presentation package. Although it is clear that Alternative 4 was a good technical attempt to incorporate development to the south, we feel it still does not seem to meet the ultimate needs in the area.

We are indeed in agreement with the fact that a need exists to plan ahead for the forthcoming increase in traffic volumes for Lake Mead (and understand we eventually need to provide our own traffic estimates into the mix); however, some of the alternatives require excessive acreage of land to the south of Lake Mead where prime development is planned and remediation must also occur before any option can be determined. We believe an alternative with less land impact can be created, but because we are at an early planning stage for development, the exact design that works with our master plan may still take a number of months to determine. Additionally, some of the alternatives show construction directly over mine tailings where contamination issues must be resolved before any work can be accomplished. In terms of timing, environmental permitting must first take place over the next two to three years before mine remediation can begin. Remediation is then expected to take another two years. This equates to approximately 2011 before any alternative can be implemented that incorporates the south side of Lake Mead.

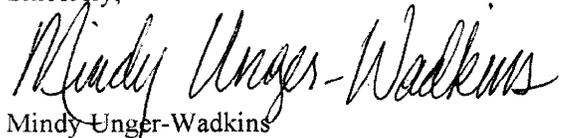
Page 2

We understand that NDOT has been trying to complete the design work for the Lake Las Vegas entry, but we ask at this time to be allowed more time to spend on master planning the 1200 acres south of Lake Mead which incorporates a full 2.5 miles of Lake Mead frontage from Golda to Pyrenees...the same frontage distance as that of Lake Las Vegas.

During our planning, we will engage the services of a traffic engineer and include NDOT in various design idea discussions for access points to our site. The goal would be to possibly blend the alternative options into a "Win-Win" for all concerned. Ultimately, we want to be sure Lake Las Vegas is satisfied with the outcome as well as the City of Henderson and NDOT. We simply need more time to work out the details.

At your earliest convenience, please call either Bob Unger or myself at (702) 263-4477 to confirm NDOT's willingness to work together toward this Win-Win goal. Thanks again for including us in the process.

Sincerely,

A handwritten signature in black ink that reads "Mindy Unger-Wadkins". The signature is written in a cursive, flowing style.

Mindy Unger-Wadkins
Project Manager

of 5/7

JIM GIBBONS
Governor

STATE OF NEVADA

ANDREW K. CLINGER
Director



DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200

Carson City, Nevada 89701-4298

(775) 684-0222

Fax (775) 684-0260

<http://www.budget.state.nv.us/>

May 4, 2007

Daryl James, P.E.
Nevada Department of Transportation
1263 S. Stewart St
Carson City, NV 89712

Re: SAI NV # **E2007-299**

Reference:

Project: **Informational Meeting on Proposed Improvements to Lake Mead Pkwy**

Dear Daryl James, P.E.:

The State Clearinghouse has processed the proposal and has no comment. Your proposal is not in conflict with state plans, goals or objectives.

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0209.

Sincerely,


Gosia Sylwestrzak
Nevada State Clearinghouse

Enclosure

AJ 5/13

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

C

P

April 25, 2007

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

Dear Mr. James:

This is in response to your request for comments on the proposed transportation improvements to the Lake Mead Parkway corridor, State Route (SR) 564, and the intersection with Lake Las Vegas Parkway.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Clark (Community Number 320003), Map revised September 27, 2002. Please note that the City of Henderson (Community Number 320005), Clark County, Nevada is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Daryl N. James
Page 2
April 25, 2007

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Henderson floodplain manager can be reached by calling Curt Chandler, Land Development Manager at (702) 267-3020. The Clark County floodplain manager can be reached by calling Community Development Department at (702) 455-4614.

If you have any questions or concerns, please do not hesitate to call Sarah Owen of my staff at (510) 627-7050.

Sincerely,



MS Michael Shore
Branch Chief
Community Mitigation Programs

cc:

Christie James, Nevada NFIP State Coordinator, Nevada Division of Water Resources
Curt Chandler, Land Development Manager, City of Henderson
W. Layne Weber, Principal Engineer, Clark County
Sarah Owen, Floodplanner, DHS/FEMA, Region IX
Sandro Amaglio, Environmental Officer, DHS/FEMA, Region IX

COPY

Nevada Department of Transportation

Public Information Meeting
Proposed Improvements to Lake Mead Parkway

TRANSCRIPT OF PROCEEDINGS
taken on Tuesday, April 24, 2007
4:00 p.m.

Reported by: Heidi K. Konsten, RPR, NV CCR # 845

1 Las Vegas, Nevada; April 24, 2007

2 4:00 p.m.

3 -o0o-

4
5 PATTY BRISBIN: Good evening, everyone.
6 My name is Patty Brisbin. I'm with the Nevada
7 Department of Transportation and Environmental
8 Services Division, and I'd like to welcome you to
9 the second public informational meeting regarding
10 the proposed improvements to Lake Mead Parkway and
11 the Lake Las Vegas Parkway in Henderson.

12 We had our first public meeting in
13 October, at which we presented to you alternatives.
14 This is the second meeting because since then, two
15 additional alternatives have been evolved, and we
16 wanted to present some information about where the
17 process is at this evening. So I'd like to
18 introduce Dan McMartin, who is the NDOT project
19 manager, and Chris Peterson, who is our senior
20 designer on the project.

21 So, anyway, my role is as part of -- I
22 work at NDOT Environmental Services. My role is to
23 guide the NEPA process, which is the National
24 Environmental Policy Act compliance process that
25 this project must go through because of the federal

1 highways involved in terms of funding at least part
2 of the project. So we have a number of studies to
3 do. These include air, noise, cultural, social
4 economic studies. We need to look at what the
5 impacts of the project would be to properties.

6 So we're in the process of -- we have
7 initiated those studies. They're well on their
8 way. We'll be producing something that
9 summarizes -- a document that summarizes the
10 results of that study and, again, presenting that
11 back out to the public.

12 What we're seeking tonight is your input,
13 concerns, issues to consider as part of the project
14 development that will definitely be considered in
15 the course of refining the concept of the project
16 as it moves forward in design.

17 This process has to be completed before
18 any federal highway approvals are given to continue
19 the project, and so there's no -- at this point,
20 we're just in the fact-finding stage. No decisions
21 have been made regarding which way the project
22 designs are going to go.

23 That's why your participation is really
24 important. If you have any questions about the
25 process, we will be going back to the open format

1 portion of the meeting following the presentation
2 that Dan and Chris are going to give, and following
3 that, our audience -- there's an opportunity for
4 you as the audience to ask questions and provide us
5 your comments.

6 We have a court reporter who is recording
7 this portion of the meeting, and when we get to
8 your participation, we would really appreciate it
9 if you would state your name before giving us your
10 comment or question.

11 With that, I'm going to turn it over to
12 Dan.

13 DAN McMARTIN: Hi, everyone. Like Patty
14 said, my name is Dan McMartin. I'm the project
15 manager for NDOT on this project. My role is to
16 basically help move the project forward, keep track
17 of the scope, the schedule, the budget on the
18 project.

19 I'm just going to give you a little
20 overview of the project, where we're at, what the
21 project is about. And then following that I'm
22 going to turn it over to Chris, and he's going to
23 go through the alternatives in a little more
24 detail. And then, like Patty said, we'll avail
25 ourselves to your questions.

1 So first off, you know, this is a Lake
2 Mead Parkway project. It goes from Boulder Highway
3 to the Lake Mead National Recreational Area. It's
4 approximately six miles in length total. We are
5 looking at several alternatives, which are put up
6 here. There's a no-build alternative, which, you
7 know, could be selected based on environmental
8 studies, public input, what have you.

9 As far as build alternatives, there is a
10 single alternative for the route as far as widening
11 from four to six lanes from Boulder and the Lake
12 Mead Recreational Area there. And we have
13 currently four alternatives for access into the
14 Lake Las Vegas development.

15 That also includes -- now there is
16 development to the -- to the south that -- it's not
17 approved, but we know it's out there, so we're also
18 looking at ways to, if not accommodate access to
19 that development to the south of Lake Las Vegas, to
20 at least not preclude access to that.

21 The status of the project, we're
22 continuing to evaluate alternatives. If any of you
23 were here last time, I believe we had two
24 alternatives for access into Lake Las Vegas. From
25 input with that and meeting with the City of

1 Henderson and the knowledge of that new
2 development, we have come up with a couple of new
3 alternatives that, again, do not preclude access to
4 this other development, and that's basically what
5 is new today.

6 We're continuing to perform environmental
7 studies -- air, noise, cultural resources, all of
8 those, which is part of the NEPA process that Patty
9 talked about. We're developing the -- as those
10 studies become available and are finished, the
11 environmental documents will then be reviewed
12 internally before it goes out to the public for
13 review.

14 And then we're just continuing to
15 coordinate with the State and the City of Henderson
16 as our partners, Las Vegas, business owners,
17 residential, members of the public at large.

18 And on that note, I would just like to
19 offer anyone, if you would ever like to meet with
20 us -- you know, these meetings are good, but we'd
21 always be more than happy to meet with anyone,
22 whether it's a business owner, private resident or,
23 you know, City of Henderson one on one if you want
24 to talk about your concerns. That's not an issue.
25 We're here to talk with you and get your input on

1 the project.

2 Moving forward with the project, we're
3 going to complete the environmental studies and the
4 draft documents as this year moves forward and into
5 the fall, and then that will result in location
6 design hearings, a meeting very similar to this,
7 and that will be based upon the draft environmental
8 document.

9 So when that document comes out, we'll
10 have a meeting, take comments, and that will be
11 the -- more or less the final opportunity to put it
12 on the document. As we move forward into the final
13 design, assuming we select the build alternative,
14 we'll continue to coordinate, you know, at that
15 point, but, you know, there's other smaller issue,
16 access, traffic control issues, and we'd be more
17 than happy to meet with anyone on that and continue
18 to coordinate.

19 And then we're looking right now at a
20 tentative schedule of going to construction, if the
21 build alternative is selected, in mid 2009,
22 somewhere in 2009. That is the target date right
23 now we're shooting for. That's depending on the
24 outcome of this process and how that goes, but that
25 is our plan.

1 So with that, I'll turn it over to Chris,
2 and we'll give you a little detail on these, and
3 then we'll answer any questions.

4 CHRIS PETERSON: Hi. My name is Chris
5 Peterson. I'm the senior designer on the project.

6 To give you some background, this was our
7 first alternative here, and our second alternative
8 was that aerial photo right there. Like Dan said,
9 we had a public hearing in October of 2006, and we
10 presented these two.

11 But since then we've discovered that
12 there is going to be a development to the south of
13 Lake Las Vegas. So when we looked at these two
14 alternatives, that pretty much stopped any access
15 to come up through to Lake Mead Parkway.

16 So what we did is we came up with two
17 more alternatives, which is this one here, which is
18 Alternative 3, and that one there is Alternative
19 4 -- or vice versa. That is 3, that is 4.

20 So you can see this one -- I know they're
21 pretty big here, and you can pretty much see
22 exactly how it works. I don't know if you have any
23 questions on that. And then there is this one
24 which will be a high T-intersection with the
25 movement from Lake Mead Parkway flowing over into

1 Lake Las Vegas. And that is really all we have.

2 There is no alternative really for the
3 widening except maybe just doing a no-build, but
4 that is probably not going to happen, so that is
5 really all we have. If there are any questions on
6 the alternatives, the design, or anything like
7 that?

8 UNIDENTIFIED SPEAKER: Is the widening
9 still in the center medium?

10 CHRIS PETERSON: It varies throughout the
11 whole project. There are some areas where we'll
12 widen in the middle, and there are some areas where
13 we'll widen the outside. We have 200 feet of right
14 of way on each side.

15 Right, Kevin?

16 We have 400 feet, and then when we get to
17 this area right here, just west of Lake Las Vegas
18 is where your right of way narrows down.

19 DAN McMARTIN: If you have a specific
20 location you're interested in, we could, you know,
21 furnish you with the plans if you need that
22 information. You can see -- it's preliminary, but
23 it might give you an idea.

24 CHRIS PETERSON: Any other questions? I
25 know it's pretty cut and dry what we're going to

1 do, but these are the two alternatives that we're
2 presently looking at here, so ...

3 Nothing? Okay. Thanks, everybody.

4 DAN McMARTIN: Thanks for showing up.

5 CHRIS PETERSON: We'll be here to 7:00 to
6 answer any questions if something comes up. We
7 have contact information at the front if anybody
8 wants to get in contact with me, Dan, or Patty,
9 just to let you know.

10 JONNA SANSOM: Chris, do you want to let
11 people know that we'll be coordinating --

12 CHRIS PETERSON: Yeah, and there is a
13 shared-use path, a trail which is going to be
14 running on both sides of Lake Mead Parkway from
15 Boulder Highway. The City of Henderson will take
16 it after our project, but to here, we will -- it
17 will be within the right of way, and it will be
18 designed and it will be encompassed within this
19 project. Right?

20 JONNA SANSOM: We'll design it.

21 (Inaudible.)

22 CHRIS PETERSON: Do you want to identify
23 yourself so people know who you are?

24 JONNA SANSOM: I'm sorry. I'm Jonna
25 Sansom in Public Works Engineering. So also if you

1 want to contact me, you can contact me. But
2 essentially we've got (inaudible) and it's the Lake
3 Mead Parkway trail, and there was a small portion
4 on the east or south side of Lake Mead Parkway
5 between Boulder Highway and Mohawk that we
6 received enhancement funds for a portion --

7 UNIDENTIFIED SPEAKER: You need the
8 microphone. We can't hear you.

9 JONNA SANSOM: Okay. Sorry.

10 -- that we got enhancement funds for a
11 portion on the south side and east side from
12 Boulder Highway to Mohawk, about \$650,000. And
13 NDOT will be building that portion, because that
14 requires some federal compliance and things like
15 that.

16 But otherwise, we have approximately \$7
17 million that we will be spending for the remainder
18 of the trail.

19 CHRIS PETERSON: Anything else?

20 Yes, sir.

21 ROY PECHOUS: I am Roy Pechous with the
22 Right of Way Division of NDOT and Washington --
23 East Washington and Las Vegas.

24 As this project moves forward, if you
25 feel like you would like to contact me, for

1 instance, in September, October of this year or
2 perhaps even in late '07 or early '08, I'll give
3 you my business card. Please feel free to call me
4 to stay on top of what may be developing
5 right-of-way wise; in other words, whether your
6 property is going to be affected or not.

7 And at some point there will be what is
8 known as a right-of-way setting, at which time we
9 will have a more accurate idea of what properties
10 may or may not be affected. So please, if
11 you -- I'll leave my business cards up here. If
12 anybody wants to contact me on a periodic basis,
13 please feel to do so.

14 CHRIS PETERSON: Thank you. Our
15 scheduled right-of-way setting that he was talking
16 about is scheduled for -- I want to say January of
17 '08. I think that's when we're looking at, so ...

18 DAN McMARTIN: And that setting comes
19 after the environmental approvals. Once they have
20 basically given their consent and signed off on the
21 documents, then we're free to move forward and
22 identify right of way.

23 And Roy in our right-of-way division will
24 help coordinate that process once that is
25 identified. Most of the project is currently

1 within existing right of way. Only at the Lake Las
2 Vegas area do we anticipate maybe taking some right
3 of way, so it shouldn't be a big concern.

4 I think to the public, the biggest impact
5 will be the project on a daily basis, just traffic
6 control and access to the properties. NDOT always
7 tries to ensure that we maintain access as best as
8 possible, and, you know, we can talk about that
9 probably with Roy. He's the first in that or
10 myself or anyone at the district office, but we
11 work really hard with business owners to maintain
12 access, so ...

13 CHRIS PETERSON: Any other questions?

14 PAT MILLIS: When will this go up for
15 bid, or has it already been up for bid?

16 CHRIS PETERSON: It will go out for bid
17 in February of '09 with construction starting in
18 June of '09.

19 DAN McMARTIN: We're in the very
20 preliminary stages of the design right now.

21 PAT MILLIS: Yeah, the access road that
22 falls behind Continental Street, Dinkledorf, I
23 believe it is, will that street be affected?

24 CHRIS PETERSON: No, it will not be
25 affected.

1 PAT MILLIS: Or do you know yet? I back
2 up to Dinkledorf from Continental, and I have
3 backyard access, as does almost everyone down
4 through there.

5 That will remain the same?

6 CHRIS PETERSON: Yes.

7 PAT MILLIS: Will the State start taking
8 care of that property that they own now that they
9 haven't taken care of in the last 50 years?

10 CHRIS PETERSON: We will talk about it.
11 You can come up after the meeting, and we can
12 discuss that.

13 Would you mind stating your name?

14 PAT MILLIS: Pat Millis, 106 Continental,
15 M-I-L-L-I-S.

16 DAN McMARTIN: And just a reminder, feel
17 free to either leave a written comment or with our
18 stenographer, and then we have it in writing and it
19 will go in the document.

20 PAT MILLIS: I have another question.
21 Pat Millis, again.

22 Ivy Street, Ash, will they be putting
23 more signals in in that stretch? Now it's -- I
24 don't have any trouble getting out on Lake Mead,
25 but anybody that goes out there about 6 o'clock in

1 the morning has to wait several minutes to get out
2 of the Valley View area onto Lake Mead now, unless
3 they go up to Burkholder or backtrack to Warm
4 Springs.

5 CHRIS PETERSON: Right. And all of those
6 intersections, we will look at putting signals in,
7 but remember, they have to meet warrants.

8 PAT MILLIS: Right. I understand.

9 CHRIS PETERSON: But what we're going to
10 do is at all of those -- most of those locations,
11 we're going to put in conduit for future signal, so
12 when they come in -- when they do meet warrants,
13 then it will just all be hooked up.

14 PAT MILLIS: A lot of it may be at
15 gathering points like at Burkholder and eliminate
16 the one on Ivy and go up to Burkholder or down east
17 to Warm Springs.

18 CHRIS PETERSON: Okay. Yeah, we'll look
19 at all of that once we get all the widening.

20 DAN McMARTIN: Yeah, typically on routes
21 like this, if anyone is familiar with St. Rose
22 Parkway, which is part of Lake Mead, we established
23 the access management plan on that, so we kept
24 signals at a minimum distance, major cross streets.
25 We don't want this to evolve where you have a

1 signal --

2 PAT MILLIS: Start, stop, start, stop.
3 Right. You got to have the people so they can
4 flow.

5 DAN McMARTIN: Right. So, you know,
6 where people are coming out, it may be a right
7 in/right out type of approach. You wouldn't be
8 allowed left in or left out, but then you would
9 have to go down to a signal maybe a quarter of a
10 mile, an eighth of a mile down, and then you can
11 have access there. And that ends up better for
12 everybody so you don't have that stop/start
13 situation, especially since this is more than just
14 a city street. It's a state highway. It serves as
15 a recreational area, so ...

16 Anyone else?

17 PAT MILLIS: Is there anything in the
18 works past the main entrance to Lake Las Vegas?
19 Because I know right there before you go into Lake
20 Mead, that recreational area, you have the area
21 where you have to check through and pay your fee
22 there.

23 Right before that, there is also access
24 to Lake Las Vegas. Will that road continue out to
25 there at a later date or the widening?

1 CHRIS PETERSON: You know, we'll look
2 into that. I'm not really sure if we're going
3 to -- this project ends right here where
4 this -- with the Lake Las Vegas --

5 PAT MILLIS: At the main entrance to Lake
6 Las Vegas?

7 CHRIS PETERSON: Right. That is
8 something that we need to look at. Once this
9 traffic ends here, what's going to be projected
10 farther down south -- or farther east.

11 PAT MILLIS: But as far as it is now,
12 that's the end of the project?

13 CHRIS PETERSON: Correct. Right.

14 PAT MILLIS: And then will it start at
15 Boulder Highway?

16 CHRIS PETERSON: Start at Boulder
17 Highway. Actually it starts just west of Boulder
18 Highway.

19 PAT MILLIS: Yeah, right.

20 DAN McMARTIN: We'll be here, like Chris
21 said, until -- or someone said -- until 7 o'clock,
22 so if anyone wants to stick around and talk to us
23 individually, we'll be here to answer any
24 questions.

25 If not, if anyone has any comments,

1 please leave a written comment or with our
2 stenographer. If not, you know, if you don't leave
3 a written record, it can't go in the record if you
4 just talk to us without leaving something in
5 writing or with our stenographer.

6 Thank you everyone for showing up.

7 CHRIS PETERSON: Yeah, thank you very
8 much.

9 (Whereupon, the deposition adjourned
10 at 7:00 p.m.)

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PRELIMINARY
SUBJECT TO REVISION
4/12/2007 3:39:43 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564 (003)	CLARK	A3

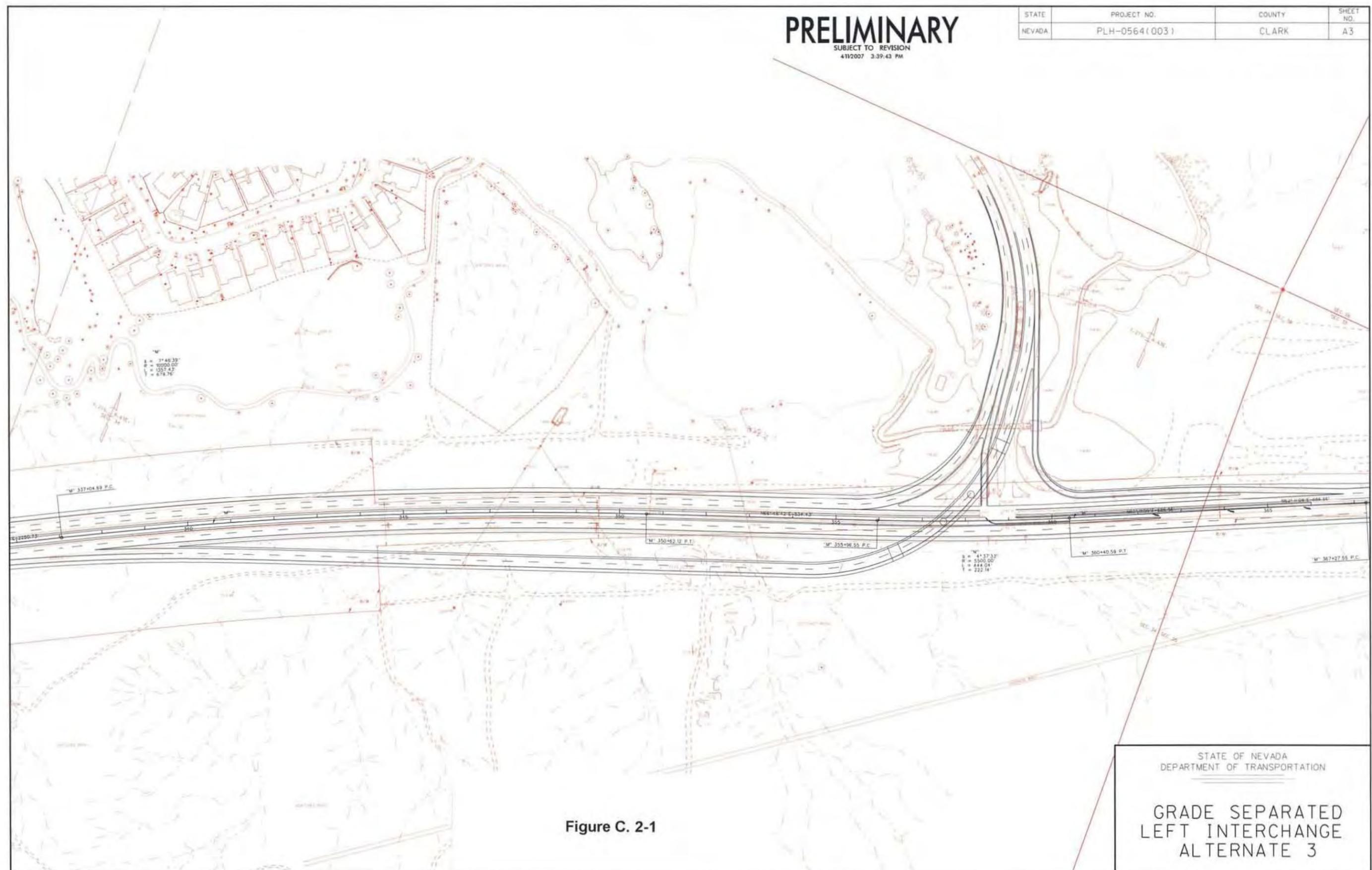


Figure C. 2-1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

GRADE SEPARATED
LEFT INTERCHANGE
ALTERNATE 3

PRELIMINARY
SUBJECT TO REVISION
4/11/2007 3:39:44 PM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	A4

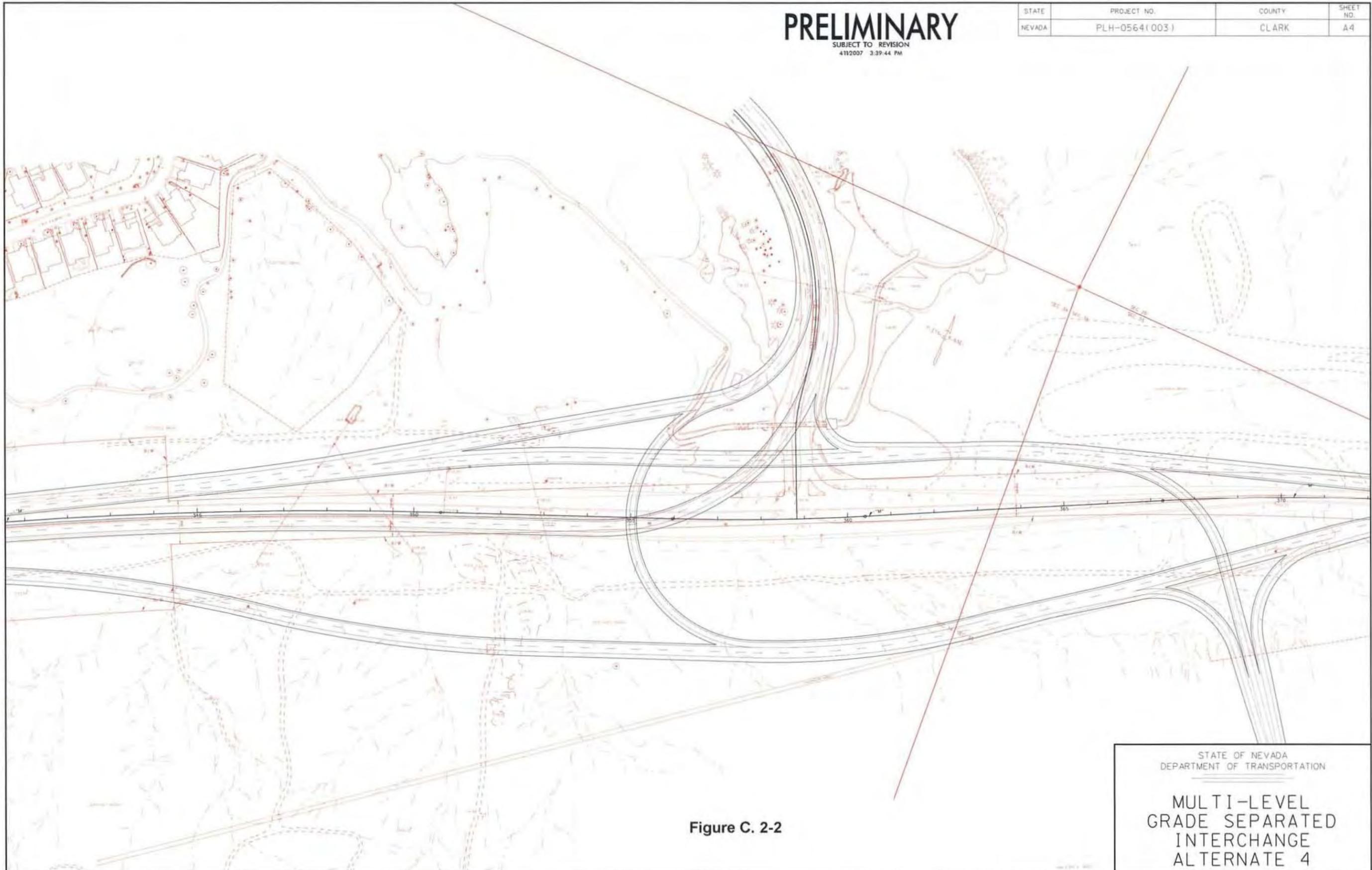


Figure C. 2-2

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

**MULTI-LEVEL
GRADE SEPARATED
INTERCHANGE
ALTERNATE 4**

SECTION C.3

August 26, 2008 Neighborhood Public Meeting

Section Contents

- C.3 Oral and/or Written Comments Submitted for the August 26, 2008 Neighborhood Public Meeting**
 - C.3.1 List of Individuals and Businesses that Submitted Written Comments**
 - C.3.2 Summary of Comments and Responses**
 - C.3.3 Written Comments Submitted by Individuals and Businesses and Responses**

Verbatim Written Comments

- Figure C.3-1, Proposed Frontage Roads**
- Figure C.3-2, Proposed Frontage Roads**
- Figure C.3-2, Proposed Frontage Roads**

**Lake Mead Parkway Transportation Improvements
Boulder Highway to the Lake Mead National Recreation Area**

**Neighborhood Public Meeting
Proposed Modifications to Frontage Roads
Burkholder Boulevard to Mohawk Avenue
August 26, 2008**

This Neighborhood Meeting was scheduled to inform residents about the proposed modifications or extensions of the frontage roads within the Lake Mead Parkway right-of-way approximately between Burkholder Boulevard and Mohawk Avenue (Figures C.3-1, C.3-2, C.3-3). Since this was an informal focus group meeting, oral comments were not recorded. Comments for the public record were requested in writing or by e-mail prior to and during the 15-day public comment period following the meeting (September 12, 2008). Approximately 600 meeting notices were mailed directly to neighborhood residents within the area of the frontage roads. About 15 people attended the meeting.

**C.3 Oral and/or Written Comments Submitted for the August 26, 2008
Neighborhood Public Meeting**

C.3.1 List of Individuals and Businesses that Submitted Comments

Millis, Pat and Darla

C.3.2 Summary of Comments and Responses

C.3.2.1 Written Comments Submitted by Individuals and Businesses and Responses

Name: Pat and Darla Millis

Comment: Mr. Millis stated that the State should be grading up to the back side of residential property along Dinkeldorf Street.

Response: The area between Dinkeldorf Road and NDOT right-of-way will be landscaped and maintained.

Comment Form

Informational Meeting

Proposed Improvements to Lake Mead Parkway
and
Lake Las Vegas Parkway Intersection
(E.A. 73263)
City of Henderson City Hall Council Chambers
Henderson, Nevada
August 26, 2008

Name: PAT & DARLA MILLIS

Address: 106 CONTINENTAL AVE

Phone: 702 565-1808

Comments: STATE SHOULD BE GRADING UP TO BACK
OF PROPERTY, ALONG SIDE DINKELDAFF TO PROPERTY
OF RES.

Pat Millis

Please remove this form, enter the information requested and place the completed form in a box marked "Comments" at this hearing or mail it to Steve M. Cooke, 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, September 12, 2008.

Thank you for your interest and participation

PRELIMINARY

SUBJECT TO REVISION
7/10/2008 8:42:08 AM

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NEVADA	PLH-0564(003)	CLARK	6

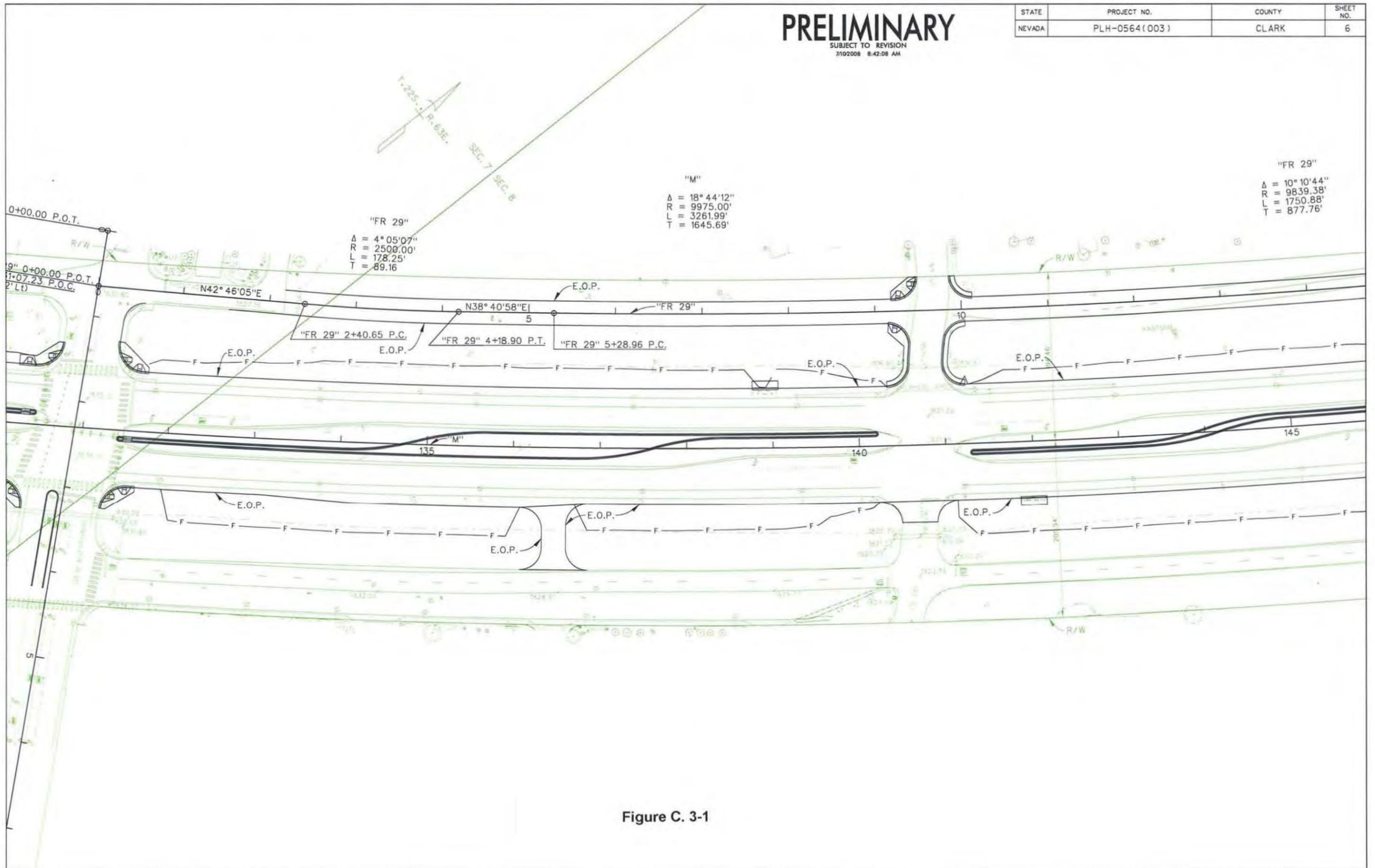


Figure C. 3-1

PRELIMINARY

SUBJECT TO REVISION
7/10/2008 8:39:22 AM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	PLH-0564(003)	CLARK	7



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 $L = 1750.88'$
 $T = 877.76'$

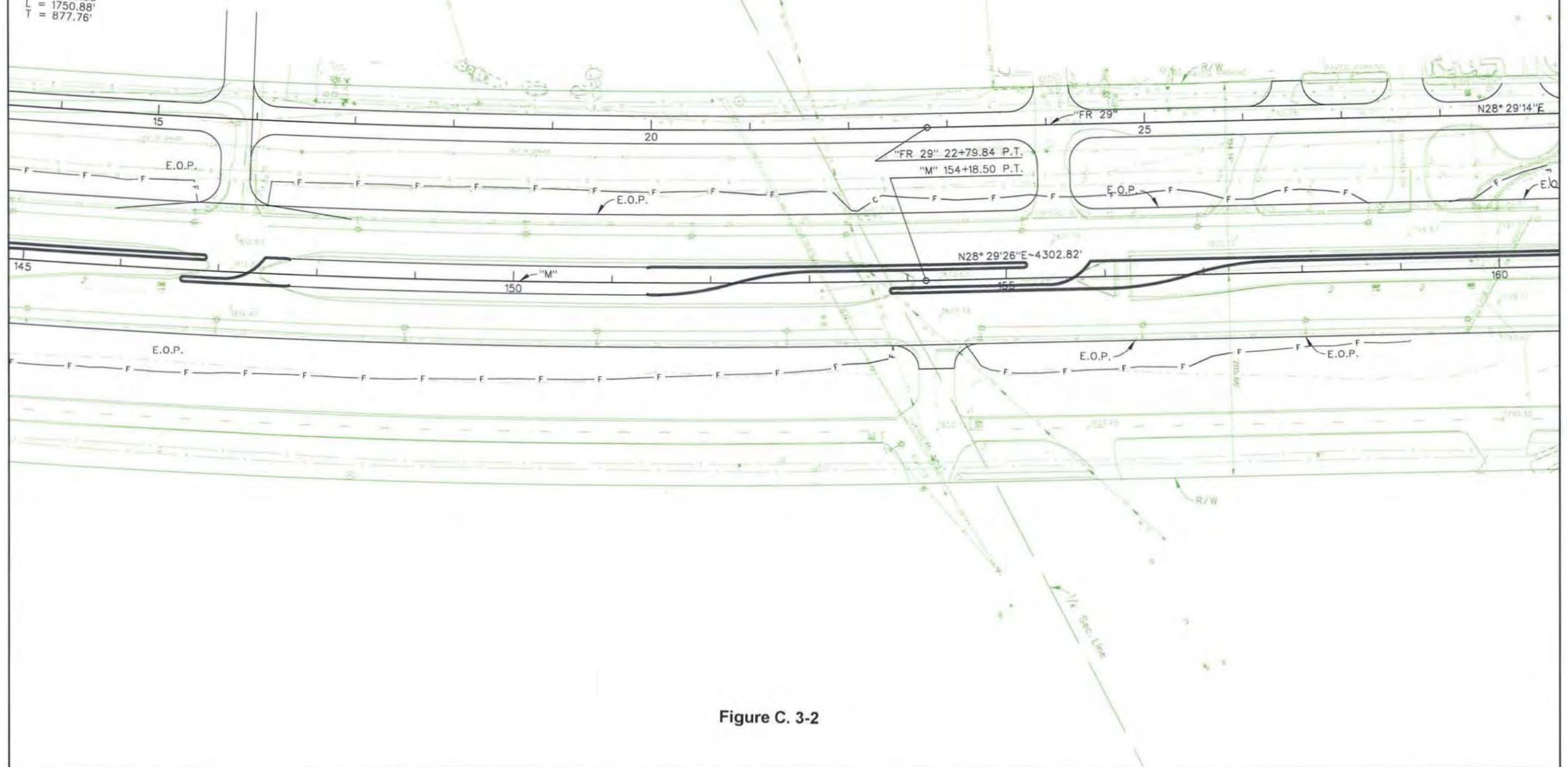


Figure C. 3-2

PRELIMINARY

SUBJECT TO REVISION
7/28/2008 2:58:31 PM

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NEVADA	PLH-0564(003)	CLARK	9

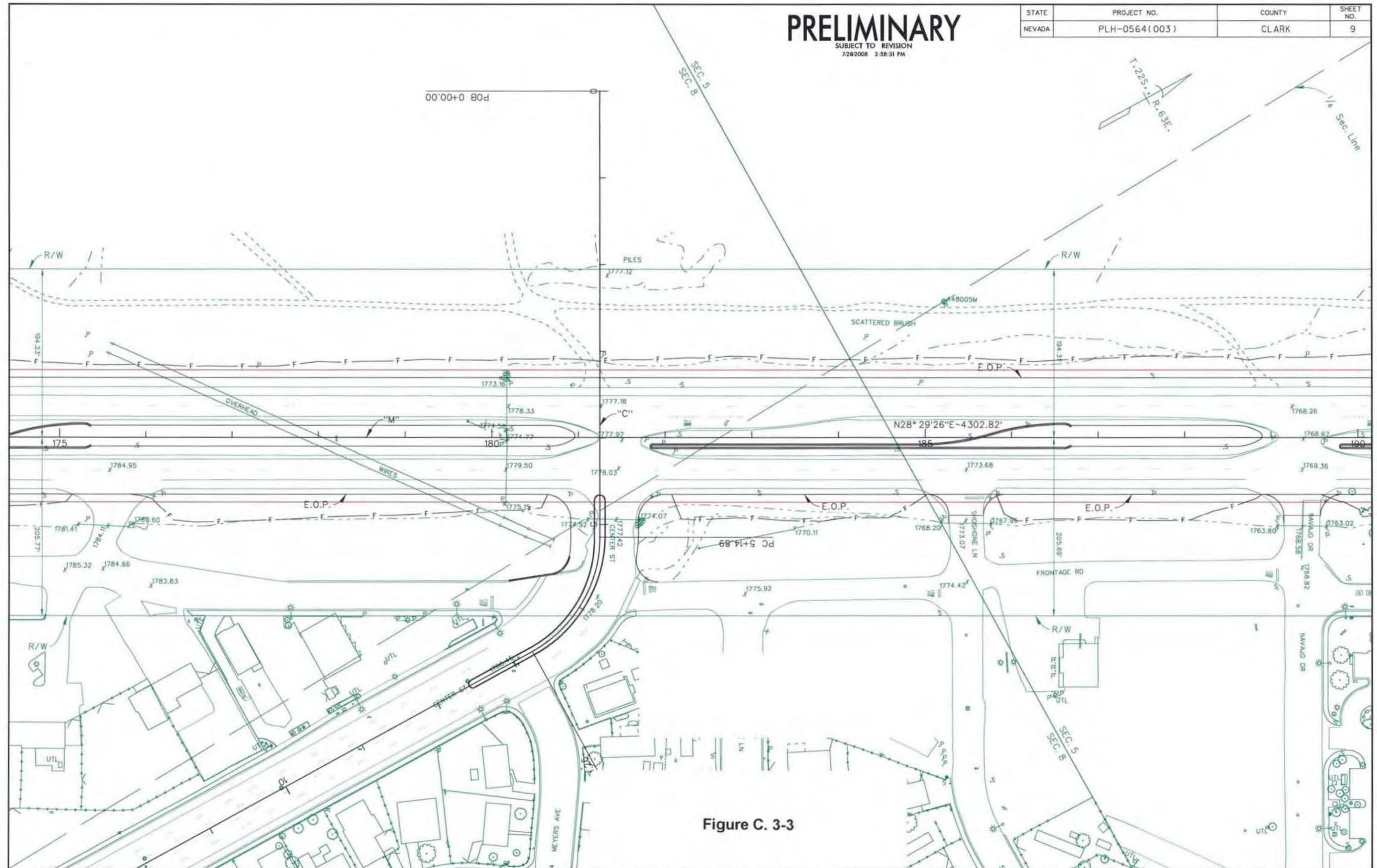


Figure C. 3-3

APPENDIX D

CORRESPONDENCE



United States Department of the Interior

BUREAU OF RECLAMATION

Lower Colorado Regional Office

P.O. Box 61470

Boulder City, NV 89006-1470



IN REPLY REFER TO:

LC-2621

ENV-6.00

NOV 21 2007

Mr. Abdelmoez A. Abdalla
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration, Nevada Division
705 North Plaza Street, Suite 220
Carson City, NV 89701

Subject: Cooperating Agency for Environmental Assessment for Proposed Improvements to
Lake Mead Parkway (SR 564)

Dear Mr. Abdalla:

Thank you for your invitation to serve as a cooperating agency in the National Environmental Policy Act (NEPA) compliance for the proposed improvements to Lake Mead Parkway (SR 564) and the Lake Las Vegas intersection. The Bureau of Reclamation is well aware that maintaining a smooth flow of traffic is vital to the health and safety of vehicle occupants and applauds you on your foresight in addressing this issue. It appears that a portion of the expansion will fall within Reclamation managed lands, outside of the current right-of-way. As a result, Reclamation will need to issue a permit prior to the initiation of construction. Depending on the exact area of expansion we may require a hazardous material assessment or cultural and biological surveys.

Reclamation would like to accept your invitation to serve as a cooperating agency in the NEPA process. We understand the responsibilities associated with cooperating agency status and are committed to working with you through the duration of this project.

Mr. Marc Maynard will be Reclamation's representative for this project. If you have questions or concerns, please contact Mr. Maynard at 702 293-8344.

Sincerely,

William J. Liebhauser, Director
Resources Management Office



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

COPY

RONALD M. JAMES
State Historic Preservation Officer

February 25, 2009

Hannah Visser
Environmental/Planning Specialist
Federal Highway Administration
Nevada Division
705 North Plaza Street Suite 220
Carson City NV 89701

RE: East Lake Mead Parkway from Boulder Highway to Lake Las Vegas Parkway,
Clark County.

Dear Ms. Visser:

The Nevada State Historic Preservation Office (SHPO) reviewed the additional documentation for the subject undertaking. The Federal Highway Administration identified the following historic property in the area of potential effect (APE) for the subject undertaking:

26Ck4509.

The SHPO concurs with the Federal Highway Administration's determination that the above historic property will be avoided by all project activities.

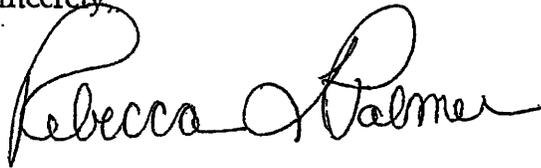
Thank you for providing the additional information provided in your letter of January 30, 2009. The SHPO has reviewed the architectural components and has no further concerns.

This cultural resource inventory report was completed following an intensive archaeological and historic inventory of the project area. The SHPO concurs with the Federal Highway Administration's determination that the above historic properties found in the area of potential effect will not be affected by the proposed undertaking.

Hannah Visser
February 25, 2009
Page 2 of 2

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by e-mail at Rebecca.Palmer@nevadaculture.org.

Sincerely,

A handwritten signature in black ink that reads "Rebecca Lynn Palmer". The signature is written in a cursive style with a large, looped initial "R".

Rebecca Lynn Palmer
Review and Compliance Officer, Archaeologist

Ervin-Holoubek, Julia L

From: Michael_Burroughs@fws.gov
Sent: Thursday, September 11, 2008 7:50 AM
To: Ervin-Holoubek, Julia L
Subject: Re: River Mountain Loop Trail

Attachments: pic05705.jpg; pic28145.gif



pic05705.jpg (23 KB)



pic28145.gif (13 KB)

Julie-

Per our previous conversation, I do not anticipate the need for additional consultation nor do I see any condition to preclude NDOT from proceeding with the project in accordance with BiOp File 1-5-04-F-420. No additional Federal actions or effects to listed species are anticipated to occur.

Thanks.

Michael

Michael Burroughs
U.S. Fish and Wildlife Service
4701 North Torrey Pines Drive
Las Vegas, Nevada 89130
Voice: (702) 515-5230
FAX: (702) 515-5231

"Ervin-Holoubek,
Julia L"
<jervin-holoubek@
dot.state.nv.us>

<Michael_Burroughs@fws.gov>

To

cc

09/11/2008 07:20
AM

Subject

River Mountain Loop Trail

(Embedded image moved to file: pic05705.jpg)

Michael,

Can I get an email from you saying that it is permissible for NDOT to use the BO for the River Mountain Loop Trail? The BO number is 1-5-04-F-420. We are following the terms and conditions of the BO and NDOT is not doing

any new activity that is not covered in the BO. The segments that we are using the BO with would be segment 5, that segment would start within the month and then part of segment 14. Segment 14 is near Lake Las Vegas and approximately 1000 feet of the multiple use path is within NDOT's ROW. If you have any questions please call me.

Julie Ervin-Holoubek

Biologist

Nevada Department of Transportation

(775) 888-7689

(Embedded image moved to file: pic28145.gif)

This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

April 7, 2009

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

PATRICIA MCQUEARY, CHIEF
US ARMY CORPS OF ENGINEERS
ST. GEORGE REGULATORY OFFICE
321 N MALL DR STE L-101
ST. GEORGE UT 84790-7314

Lake Mead Parkway Widening
Clark County, Nevada
E.A. 73263

Dear Ms. McQueary:

NDOT will be widening Lake Mead Parkway SR-564 from 4 to 6 lanes from Boulder Highway east to just past Golda Way in Henderson, Nevada. The purpose of the project is to alleviate existing and projected congestion, serve proposed growth and accommodate local transportation demands. Construction activities will be completed in three phases.

This letter is sent to inform you that the Nevada Department of Transportation (NDOT) will not be applying for a United States Army Corps of Engineers (USACE) Nationwide Permit 14 for seven reinforced concrete boxes (RCB) extensions because the total disturbance to waters of the United States is less than 0.10 of an acre (See Table 1). Per our March 30, 2009 conference call with you, Julie Ervin-Holoubek and Jason Perock, it was determined that a jurisdiction determination letter and application would not be necessary. It was agreed to by all parties that a letter describing the project and its location would be submitted prior to construction. Also, a follow up letter would be submitted at the end of the project to the USACE describing which project components were constructed.

**TABLE 1
LAKE MEAD PARKWAY: REINFORCED CONCRETE BOX
CULVERT EXTENSION INFORMATION**

Culvert No.	Width of Channel (ft)	Depth of Channel (in)	Length of Extension (ft)	Vol. of Fill (ft3)	Vol. of Fill (yd3)	Surface Area (ft2)	Surface Area (acres)	Notes
1	12	12	11	132.0	4.88	132	0.0030	Extension is only on east side of road
2	15	3	14	52.5	1.94	210	0.0048	Median only
3	25	10	20	415.0	15.36	500	0.0115	East side only
4	20	2	1	20.0	0.74	20	0.0005	East side only
5	10	2	13	260.0	9.62	130	0.0030	East side only
6	3	6	5	7.5	0.28	15	0.0003	East side only
7	25	4	241	887.5	32.84	1775	0.0407	Entire culvert is being removed. The new culvert will be 71 feet longer.
						Total	0.0638	



PATRICIA MCQUEARY, CHIEF
US ARMY CORPS OF ENGINEERS

April 7, 2009

Page 2

The above mentioned drainage structures are within the following township, range and sections. Culvert #1 and Culvert #2: T22S, R63E Section 8; Culvert #3, #4, #5 and #6 are located in T22S, R63E Section 5; Culvert #7 is in T21S, R63E Section 33.

The United States Fish and Wildlife Service (USF&WS) and the Nevada Natural Heritage Program (NNHP) have been contacted regarding any concerns with plant and animal taxa within the project area. Due to no desert tortoise habitat or desert tortoise or desert tortoise sign within the entire project limits, a "no affect" has been determined for the project.

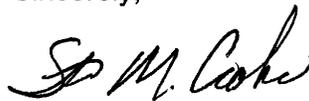
Due to the ephemeral nature of the single drainages, creek flows may or may not be present. The contractor will obtain a Stormwater General Permit and temporary working in waterways permit issued by the Nevada Division of Environmental Protection (NDEP), Bureau of Water Pollution Control. Water pollution control measures will be implemented in accordance with practices illustrated in NDOT's "Construction Site Best Management Practices Manual".

Construction activities will occur in areas previously disturbed; therefore impacts to native vegetation will be minimal and re-vegetation will not be warranted.

The State Historic Preservation Office has concurred with FHWA's determination that construction activities will not impact cultural resources sites or historic properties listed on, or eligible for, the National Register of Historic Places (see attachment).

As always, we appreciate your continued assistance. If you have any questions regarding this information, please contact Senior Biologist Julie Ervin-Holoubek at (775) 888-7689 or jervin-holoubek@dot.state.nv.us.

Sincerely,



Steve M. Cooke, P.E. Chief
Environmental Services Division

SMC/JEH/slp
Attachment

- c. Glen Gentry, NDEP, Bureau of Water Quality Planning
James Murphy, NDOT, Environmental Water Quality Specialist

APPENDIX E

**Nevada Department of Wildlife
Gila Monster Protocol for Minimizing
Impacts in the Construction Site
November 17, 2005**

and

**United States
Fish and Wildlife Service
Biological Opinion
River Mountains Loop Trail
Lake Mead National Recreation Area
Clark County
File No. 1-5-04-420**



NEVADA DEPARTMENT OF WILDLIFE

Southern Region

4747 W. Vegas Drive, Las Vegas, Nevada 89108
702 / 486-5127; 702 / 486-5133 FAX



17 November 2005

GILA MONSTER PROTOCOL FOR MINIMIZING IMPACTS IN THE CONSTRUCTION SITE

Background

- Per Nevada Administrative Code 503.080, the Gila monster is classified as a Protected reptile.
- 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 Clark County's Multiple Species Habitat Conservation Plan (MSHCP). The evaluation 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 considered illegitimate and consequential to 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 is 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. They will use and are occasionally encountered out in gentler terrain of alluvial fans (bajadas). 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), lagomorphs (e.g. cottontail) and other reptiles 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 Gila monster's 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, workers and other 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 the 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 acting 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 (5 mega-pixel digital minimum preferred) will be used to take good quality images of the Gila monster *in situ* at the location of live encounter or dead salvage. The pictures, preferably on slide film (.tif or .jpg digital format) will be provided to NDOW. Pictures will include the following information: 1) Encounter location (landscape 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 Polly Conrad at (702) 486-5127 x3718 or by e-mail at pconrad@ndow.org for additional information regarding these protocols.



United States Department of the Interior



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

July 1, 2004
File No. 1-5-04-F-420

Memorandum

To: Superintendent, Lake Mead National Recreation Area, National Park Service,
Boulder City, Nevada

From: Field Supervisor, Nevada Fish and Wildlife Office, Reno, Nevada

Subject: Biological Opinion for Proposed Construction of the River Mountains Loop Trail,
Lake Mead National Recreation Area, Clark County, Nevada

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion based on our review of the proposed construction of the River Mountains Loop Trail on Lake Mead National Recreation Area (NRA) in Clark County, Nevada and its effects on the federally listed as threatened Mojave desert tortoise (*Gopherus agassizii*) in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*).

This biological opinion is based on information provided in your November 13, 2003, memorandum; biological assessment dated November 2003 (National Park Service [NPS] 2003a); environmental assessment dated November 2003 (NPS 2003b); April 7 and May 6, 2004, electronic messages between the NPS and the Service; and our files. A complete administrative record of this consultation is on file in the Southern Nevada Field Office, Las Vegas, Nevada.

A. CONSULTATION HISTORY

On March 5, 1992, the Service issued a non-jeopardy biological opinion (FWS File No. 1-5-91-F-232) to the NPS for reconstruction of Lakeshore Road on Lake Mead NRA, in three phases. Phase I (US Highway 93 to the Nevada State Fish Hatchery- 5.7 miles) included construction of trailhead parking near the Alan Bible Visitor's Center and construction of a bicycle/pedestrian path from the Lake Mead NRA boundary near Boulder City to the Visitor's Center, then to Hemenway Harbor. Phase II included 3.1 miles of road from Las Vegas Wash west to the park boundary near Henderson. Phase III involved relocation of 4.3 miles of road, beginning near the State fish hatchery intersection and ending near the Las Vegas Wash

developed area. The path follows an existing utility corridor and railroad grade. Another bicycle/pedestrian path connects the Boulder Beach developments with Hemenway Harbor and the Lake Mead Marina.

On September 24, 1997, the Service issued a non-jeopardy biological opinion to the Bureau of Reclamation for construction of the Southern Nevada Historic Railroad project (FWS File No. 1-5-97-F-239). This trail segment would serve as a connector trail to the 35-mile River Mountains Trail and thus, is part of the action area for this consultation.

On January 6, 2003, The NPS requested a list of species from the Service that may occur in the project area (File No. 1-5-03-SP-466). The list of threatened and endangered species was provided to the NPS on February 6, 2003. Federally listed as threatened and endangered species included on the list were the desert tortoise, bonytail chub (*Gila elegans*), razorback sucker (*Xyrauchen texanus*), southwestern willow flycatcher (*Empidonax traillii extimus*), bald eagle (*Haliaeetus leucocephalus*), and Yuma clapper rail (*Rallus longirostris yumanensis*). The NPS determined that the proposed trail project would result in *no effect* to threatened or endangered species on the list with the exception of the desert tortoise.

On November 13, 2003, the NPS requested formal consultation on the subject project. The NPS submitted the November 2003 biological assessment (NPS 2003a) and November 2003 environmental assessment with the request. The Service received the request on November 14, 2003, and determined that the information provided was sufficient to initiate formal consultation effective on that date.

B. BIOLOGICAL OPINION

I. Description of the Proposed Action

a. Proposed Action and Action Area

The NPS proposes to construct and maintain a 16-mile, two-directional, multi-use trail, within the Boulder Basin developed area of Lake Mead NRA (Figure 1). This trail corridor would become part of a 35-mile trail network (*i.e.*, action area) encircling the River Mountains and connecting Lake Mead NRA and Hoover Dam with the communities of Boulder City, Henderson, and the Las Vegas Valley. Although this consultation is for the 16-mile trail segment on NPS lands, the action area includes the entire project (*i.e.*, 35 miles of trail) in which the Service will conduct the effects and exposure analysis for the consultation. The entire trail system consists of 22 segments and up to 9 connector trails. The River Mountains Loop Trail would provide a safe alternative transportation corridor, decrease the potential for pedestrian and motorist accidents, and increase the recreational opportunities for residents and visitors of southern Nevada while providing educational opportunities about the natural and cultural resources.

The trail would be constructed from the Lake Mead Drive Entrance Station (junction of segments 16 and 17) to the Lake Mead NRA boundary with Boulder City (junction of segment 1 and 22). The trail would utilize previously disturbed corridors, existing roads and trails, and marginal tortoise habitat to the greatest extent possible. Existing trails and roads along the proposed trail corridor would be widened and paved to provide for the 12-foot-wide asphalt trail with two 2-foot-wide shoulders on both sides. Most of the trail alignment is already paved and new paving is proposed for 18 acres of trail alignment. Construction of the trail would also provide a 25-foot-wide, 2-mile equestrian compatible portion of the trail. This portion of the trail would extend from the Lake Mead Drive Entrance Station to Las Vegas Bay. The width of the trail in this area would be 25 feet, to provide for equestrian activities and to accommodate other trail users.

The trail would cross over numerous ephemeral washes and over the larger Hemenway Wash. Concrete box culverts would be constructed in Hemenway Wash to allow water to flow under the trail and along the wash during flood events. Culverts and/or bridges could be constructed in the smaller ephemeral washes, to allow for water flow. Low-water crossings are also being considered.

The NPS is proposing to construct Segments 17-22 of the trail system on Lake Mead NRA. Segments 1 – 5 are located in Boulder City. Segment 1 is part of the flood control systems and is composed of a concrete channel with underpasses for trail use. Segment 2 is asphalt and extends the trail up to Industrial Drive. Segments 3 and 4 are on existing streets but will eventually be moved to a different location that will likely follow an unpaved road that goes west just north of the NPS warehouse, up to the new water tank that was just constructed. Segments 5 – 10 follow the new Southern Nevada Water Authority (SNWA) pipeline corridor from the new water tank in Boulder City to the River Mountain Water Treatment Plant located on the west side of the River Mountains in Henderson. This portion of the trail was addressed in an environmental assessment prepared by SNWA in cooperation with the Bureau of Reclamation for the new water line that was constructed two years ago.

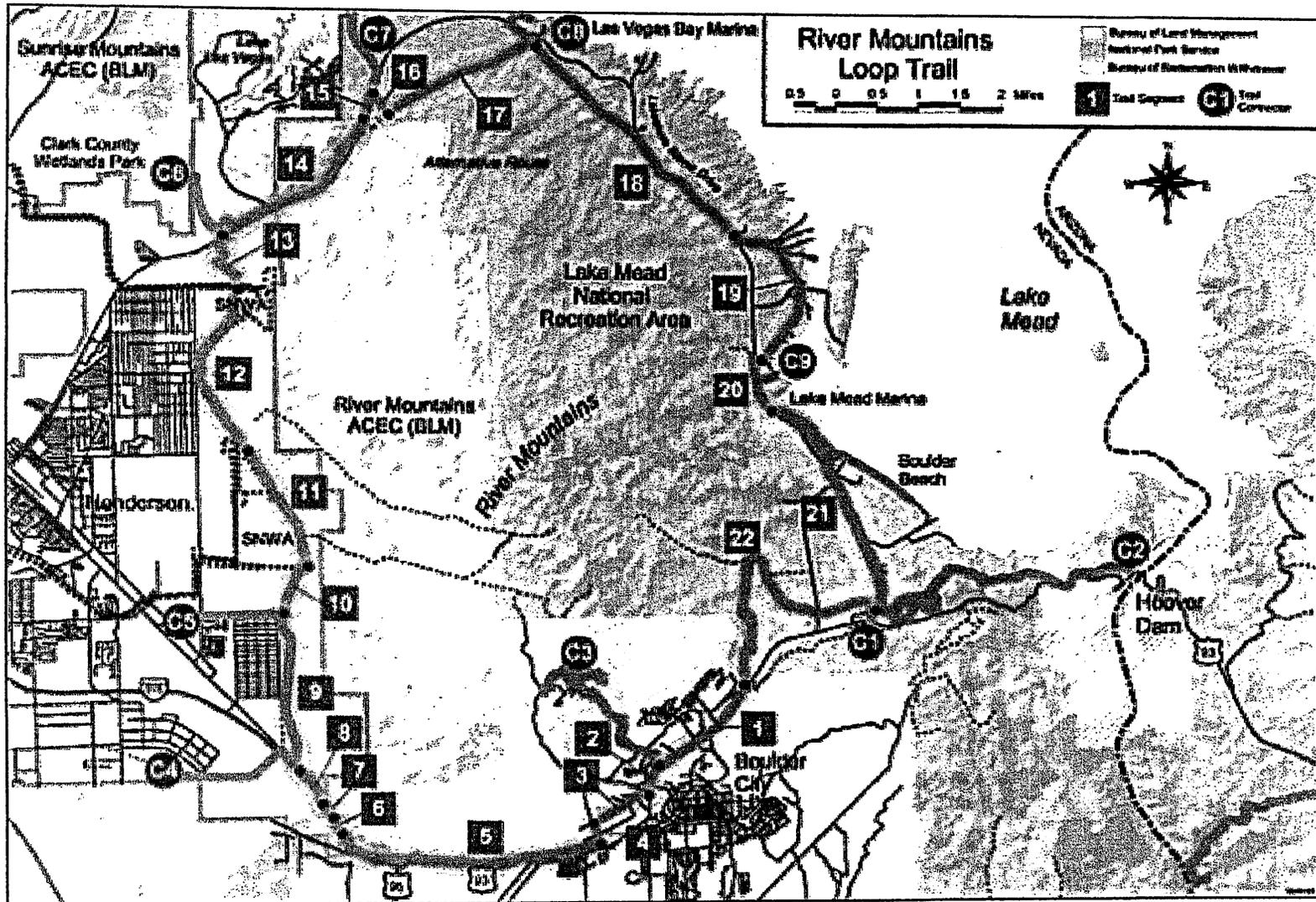
Segments 11, 12, and 13 all involve the SNWA waterline corridor. Segment 14 is currently being evaluated by the City of Henderson as part of a funding request submitted in Round 5 of the Southern Nevada Public Lands Management Act, Parks Trails and Natural Areas Program. Segments 15 and 16 are no longer necessary as the corridor for segment 14 will now be on the south side of Lake Mead Parkway, eliminating the need to cross the road near the entrance to Lake Mead NRA. Segment 14 will connect directly with Segment 17. Segment 17 follows the existing BMI pipeline which was authorized by Congress in the 1940s. Segments 18, 20, and 21 would approximate the alignment for Lakeshore Drive. Segment 19 would loop east and parallel the shore of Lake Mead. Segment 22 begins at the Lawler Junction Trailhead near the Visitor's Center and ends at the park boundary at the Pacifica Way Trailhead. For further details on the trail segments that occur on Lake Mead NRA, refer to the November 2003 environmental assessment (NPS 2003b).

Completed and Proposed Connector Trails Within Lake Mead NRA

A connector trail is a trail that provides direct access to the River Mountains Loop Trail along a continuous alignment or other access point. Refer to Figure 1 for the location of the nine proposed connector trails, C1- C9. Connector trails C1, C2, C7, C8, and C9 occur on Lake Mead NRA.

The first connector (C1) includes the completed portion of the Historic Railroad Trail which extends from the Alan Bible Visitor Center east through five tunnels to the end of Tunnel 5. The Bureau of Reclamation is preparing the environmental analysis document to analyze the extension of the Historic Railroad Trail from Tunnel 5 (C2) east along the historic railroad bed and powerline right-of-way to the Hoover Dam Visitor Center. The Historic Railroad Trail is located on both The NPS and Bureau of Reclamation administered lands. The Bureau of

Figure- 1 River Mountains Loop Trail Proposed Segments and Connector Trails



Reclamation warehouse is on the dividing line between the two agencies. The portion of the trail west of the warehouse is within Lake Mead NRA and no work is proposed other than tunnel stabilization and routine maintenance for this segment. Extension of the trail to Hoover Dam on Bureau of Reclamation property is underway and was included in the environmental impact statement and project footprint for the Hoover Dam Bypass. The Historic Railroad Trail will be completed in 2007 as part of the Nevada approach contract for the Hoover Dam Bypass project.

Connector Trail C7 would occur from the Wetlands Trail trailhead along a BMI right-of-way and Lakeshore Road to the Lake Mead NRA entrance station. Connector Trail C8 connects the trail to the Las Vegas Bay marina. Connector Trail C9 begins at the Bureau of Reclamation loading dock for the Desert Princess at Hoover Dam to the Lake Mead marina off Lakeshore Drive.

Construction of the Trail

The trail is designed to accommodate a variety of non-motorized trail-users including bicyclists, pedestrians, equestrians, and wheelchairs in certain locations. Existing transportation routes and utility corridors were considered when determining the least disruptive trail alignment. Trail design considered the topography and slope in the project area to determine accessibility and contour. Depending on terrain, available rights-of-way, and environmental impact, not all trail segments could be designed to accommodate all trail users. Therefore, segments of the 16-mile portion of trail within Lake Mead NRA may not be appropriate for all trail-users. However, a spectrum of trail uses would be available to accommodate all trail users on portions of the 35-mile River Mountains Loop Trail. Existing trails and disturbed corridors along the proposed trail route would be widened and paved to provide the 12-foot-wide asphalt trail with 2-foot-wide shoulders on both sides.

Trailhead Kiosks and Wayside Exhibits

Kiosks would be placed at each major trailhead along the trail. An existing kiosk, parking area, and trail access point is located at the Historic Railroad Trailhead near the Alan Bible Visitor Center, which would become a connector trail leading to Hoover Dam. Other potential kiosk locations within Lake Mead NRA include the Wetlands Trail, Nevada Department of Wildlife Fish Hatchery, SNWA, Lake Mead Marina, Boulder Beach, Lake Mead Cruises, and Las Vegas Bay.

Each kiosk would consist of a shade structure and three panels of information (interpretive panels), a map, a resource protection and safety panel, and an introductory interpretive panel. Kiosks would be made of durable materials that can withstand the heat and sun of the Nevada

desert, and materials would also need to be resistant to vandalism. Locations for priority trailheads adjacent to Lake Mead NRA land include: Lake Mead Drive South at the proposed underpass on City of Henderson land, and Pacifica/Hemenway Wash Trail in Boulder City.

Wayside exhibits are outdoor signs with text and graphics that interpret something that is nearby. Locations of wayside exhibits proposed within Lake Mead NRA include: three at Las Vegas Wash, one along the abandoned Lakeshore Road looking onto Lake Mead, one near the SNWA facility on Lake Mead, one along the Historic Railroad Trail, and one near Lake Las Vegas.

Trail Signage

The River Mountains Trail Partnership encourages appropriate directional signage along the route of the trail to promote public safety and an enjoyable trail, while considering potential resource and visual impacts. The square trail signs measure 6 inches across and the standard logo colors are brown and white. The backs of all exposed signs are painted brown. Trail signs are generally mounted on trail marker monuments specially designed for the River Mountains Loop Trail. The trail marker monuments are constructed of reinforced pre-cast concrete and have an overall height of 32 inches, not including the footing. Trail logo signs would be used to identify River Mountains Loop Trail, to guide users along the trail, and to direct users from connecting trails to the River Mountains Loop Trail. The signs would generally be located along the trail every half-mile and at primary trail junctions, trailheads, and other major access points. In addition, arrows and "To" signs may be used at trail junctions and in conjunction with logo signage to direct trail users to the River Mountains Loop Trail from a connector trail that originates at a trailhead or other access point.

Trail Maintenance

Based on the recommendations from the Trail Partnership, maintenance would consist of the activities outlined below.

- **Trail Maintenance Survey:** Each year, the Partnership would complete a maintenance survey of the entire trail noting general conditions and problem areas, to determine maintenance needs.
- **Trail Drainage:** In general, regular maintenance will be needed after each significant rainfall to remove rocks, debris, and to fill holes and cuts made by running water. Where the trail crosses a larger drainage or wash above grade using bridges, tunnels, or large drain pipes, maintenance may include checking for erosion around structures, cleaning

out drainpipes and clearing debris from tunnels. If a large drainage is crossed at grade, maintenance would include grading or restoration of the trail tread after each significant rainfall.

- **Water Bars:** Maintenance of water bars would be completed once or twice a year to ensure proper drainage, and may be installed to prevent erosion if necessary.
- **Trail Brushing/Clearing:** Once a year, the trail's natural surface tread would be raked or bladed to remove plant growth including all roots and stumps. In general, the area cleared would extend 2 to 3 feet back from the edge of the trail tread. Precautions would be taken to avoid damaging natural vegetation beyond the set back.
- **Trail Rock Clearing/Placement:** All loose rocks larger than 2 inches in diameter within the trail tread would be removed. Trails would be surveyed after heavy rainfalls and loose rocks would be moved to the edge of the trail.
- **Trail Sign Maintenance:** Signs would be regularly checked for weathering and vandalism and replaced or repaired, as appropriate. In general, wooden posts and signs would be painted annually. Signs may be added or replaced to aid in user access or resource interpretation and protection.
- **Trail Clean-Up:** During routine trail maintenance, litter removal would be completed. Annual cleanups would be scheduled based on needs identified in trail maintenance surveys. Trash cans would be provided wherever possible at trailheads, but only where there is a designated managing agency to ensure regular trash disposal.
- **Weed Removal:** Invasive plants often follow disturbance, including the activities of humans. Invasive plant seeds can be carried into the park by hiking shoes, bicycles, and horses. The trail would be surveyed for introductions of invasive alien species of plants on a regular and ongoing basis. Invasive plant removals would be accomplished at least twice a year, in the spring and fall.

b. Proposed Minimization Measures

The NPS proposes the following measures to minimize effects to desert tortoises from the proposed construction and maintenance of the trail (NPS 2003a,b):

- The clearing limits (construction limits) will be clearly marked or flagged prior to construction. All construction activities, including staging areas, will be located within previously disturbed areas and fenced if necessary. These areas would be surveyed for desert tortoise presence, including burrows, prior to use. Temporary desert tortoise fence would be installed along both sides of the proposed trail corridor to deter tortoises from crossing the construction zone during construction.
- Qualified and authorized biologists will be used for all activities within the trail corridor. A qualified NPS employee will be designated the field contact representative to oversee project compliance and coordination.
- The project area will be surveyed by a qualified biologist for desert tortoise and their burrows and dens, immediately prior (within 24 hours) to the onset of construction in any given area. All desert tortoises currently on the project site will be removed and burrows will be identified and avoided during construction activities. All desert tortoise surveys, handling of desert tortoises, and burrow excavation will be performed by a qualified or authorized biologist.
- Desert tortoise burrows found within the project area will be avoided. They will be protected with desert tortoise-proof fence, placed at a minimum of 20 feet from the burrow on sides bordered by construction, to prevent crushing of underground portions of the burrow. The fencing will remain in place until construction in the vicinity was completed. Placement, inspection, and removal of fencing will occur under the direction of a qualified biologist.
- Desert tortoise burrows found within the project area that cannot be avoided during construction will be excavated by hand to determine if the burrows are occupied and to remove any desert tortoises present. All desert tortoises found within the project area, whether above ground or in excavated burrows, will be placed 300 to 1,000 feet outside of the clearing limits in the direction of undisturbed habitat. Handling and placement of desert tortoises will be performed in accordance with procedures identified in consultation with the Service. The NPS biologists will be contacted to determine the best time of year for excavation of burrows and relocation of desert tortoises.
- The contractor must protect against intrusion by desert tortoises at sites with potential hazards (auger holes, steep-sided depressions, etc.).

- Construction personnel will be trained on the occurrence and status of the desert tortoise and will be advised of the potential impacts to desert tortoises and potential penalties for taking a threatened species. Following training of project staff, each trained individual will sign a completion sheet to be filed with Lake Mead NRA.
- A litter-control program shall be implemented during construction to eliminate the accumulation of trash to avoid attracting common ravens that may prey on juvenile desert tortoises. Trash will be removed to trash receptacles following the close of each workday, and disposed of outside Lake Mead NRA in a sanitary landfill at the end of each work week.
- Habitat disturbed by construction will be revegetated and surface reclamation of the disturbed areas will be performed to advance recovery of the habitat. At a minimum, the following measures shall be considered: salvage of desert topsoil, rocks, and plants; scarification and recontouring of disturbed sites; replacement of desert topsoil, surface armor rock, and large rocks; seeding and planting with native species, and application of a chemical weathering agent to replicate the natural coloring of the surface layer.
- Monitor revegetated and disturbed sites to ensure that the effort is effective and that exotic species do not become dominant.
- Ensure that the environmental education program remains active so that desert tortoise fencing and revegetation areas are not vandalized out of ignorance and that feeding of common ravens near the boat ramps and parking lots and improper trash disposal are discouraged. Provide information on the natural and cultural resources in the area, including a wayside exhibit specifically about the desert tortoise, its habitat, threats to its survival, and what to do or not to do if a trail user encounters a desert tortoise.
- The NPS will pay the standard Section 7 remuneration fees for disturbance associated with the project.

II. Status of the Species Rangewide/Critical Habitat

The desert tortoise is a large, herbivorous reptile found in portions of California, Arizona, Nevada, and Utah. It also occurs in Sonora and Sinaloa, Mexico. The Mojave population of the desert tortoise includes those animals living north and west of the Colorado River in the Mojave Desert of California, Nevada, Arizona, southwestern Utah, and in the Colorado Desert in California. Desert tortoises reach 8 to 15 inches in carapace length. Adults have a domed

carapace and relatively flat, unhinged plastron. Shell color is brownish, with yellow to tan scute centers. The forelimbs are flattened and adapted for digging and burrowing. Optimal habitat has been characterized as creosote bush scrub in which precipitation ranges from 2 to 8 inches, where a diversity of perennial plants is relatively high, and production of ephemerals is high (Luckenbach 1982; Turner 1982; Turner and Brown 1982). Soils must be friable enough for digging of burrows, but firm enough so that burrows do not collapse. Desert tortoises occur from below sea level to an elevation of 7,300 feet, but the most favorable habitat occurs at elevations of approximately 1,000 to 3,000 feet (Luckenbach 1982).

Desert tortoises are most active during the spring and early summer when annual plants are most common. Additional activity occurs during warmer fall months and occasionally after summer rain storms. Desert tortoises spend the remainder of the year in burrows, escaping the extreme conditions of the desert. The size of desert tortoise home ranges vary with respect to location and year. Females have long-term home ranges that are approximately half that of the average male, which range from 25 to 200 acres (Berry 1986). Over its lifetime, each desert tortoise may require more than 1.5 square miles of habitat and make forays of more than 7 miles at a time (Berry 1986). In drought years, the ability of tortoises to drink while surface water is available following rains may be crucial for tortoise survival. During droughts, tortoises forage over larger areas, increasing the likelihood of encounters with sources of injury or mortality including humans and other predators. Desert tortoises possess a combination of life history and reproductive characteristics which affect the ability of populations to survive external threats. Tortoises may require 20 years to reach sexual maturity (Turner *et al.* 1984; Bury 1987).

The desert tortoise is most commonly found within the desert scrub vegetation type, primarily in creosote bush scrub. In addition, it is found in succulent scrub, cheesebush scrub, blackbrush scrub, hopsage scrub, shadscale scrub, microphyll woodland, Mojave saltbush-allscale scrub, and scrub-steppe vegetation types of the desert and semidesert grassland complex (Service 1994). Within these vegetation types, desert tortoises potentially can survive and reproduce where their basic habitat requirements are met. These requirements include a sufficient amount and quality of forage species; shelter sites for protection from predators and environmental extremes; suitable substrates for burrowing, nesting, and overwintering; various plants for shelter; and adequate area for movement, dispersal, and gene flow. Throughout most of the Mojave Region, tortoises occur most commonly on gently sloping terrain with soils ranging from sand to sandy-gravel and with scattered shrubs, and where there is abundant inter-shrub space for growth of herbaceous plants. Throughout their range, however, tortoises can be found in steeper, rockier areas. Further information on the range, biology, and ecology of the desert tortoise can be found

in Berry and Burge (1984); Burge (1978); Burge and Bradley (1976); Bury *et al.* (1994); Germano *et al.* (1994); Hovik and Hardenbrook (1989); Karl (1981, 1983a, 1983b); Luckenbach (1982); Service (1994); Turner *et al.* (1984); and Weinstein *et al.* (1987).

On August 4, 1989, the Service published an emergency rule listing the Mojave population of the desert tortoise as endangered (54 FR 42270). On April 2, 1990, the Service determined the Mojave population of the desert tortoise to be threatened (55 FR 12178). Reasons for the determination included loss of habitat from construction projects such as roads, housing and energy developments, and conversion of native habitat to agriculture. Grazing and off-highway vehicle (OHV) activity have degraded additional habitat. Also cited as threatening the desert tortoise's continuing existence were illegal collection by humans for pets or consumption, upper respiratory tract disease (URTD), predation on juvenile desert tortoises by common ravens (*Corvus corax*) and kit foxes (*Vulpes macrotis*), and collisions with vehicles on paved and unpaved roads. Fire is an increasingly important threat to desert tortoise habitat. Over 500,000 acres of desert lands burned in the Mojave Desert in the 1980s. Fires in Mojave desert scrub degrade or eliminate habitat for desert tortoises (Appendix D of Service 1994).

On February 8, 1994, the Service designated approximately 6.4 million acres of critical habitat for the Mojave population of the desert tortoise in portions of California, Nevada, Arizona, and Utah (59 FR 5820), which became effective on March 10, 1994. Critical habitat is designated by the Service to identify the key biological and physical needs of the species and key areas for recovery, and focuses conservation actions on those areas. Critical habitat is composed of specific geographic areas that contain the primary constituent elements of critical habitat, consisting of the biological and physical attributes essential to the species' conservation within those areas, such as space, food, water, nutrition, cover, shelter, reproductive sites, and special habitats. The specific primary constituent elements of desert tortoise critical habitat are: Sufficient space to support viable populations within each of the six recovery units, and to provide for movement, dispersal, and gene flow; sufficient quality and quantity of forage species and the proper soil conditions to provide for the growth of these species; suitable substrates for burrowing, nesting, and overwintering; burrows, caliche caves, and other shelter sites; sufficient vegetation for shelter from temperature extremes and predators; and habitat protected from disturbance and human-caused mortality.

Approximately 1.2 million acres were designated as critical habitat in Nevada. Critical habitat units (CHUs) were based on recommendations for Desert Wildlife Management Areas (DWMAs) outlined in the *Draft Recovery Plan for the Desert Tortoise (Mojave Population)* (Service 1993). These DWMAs are also identified as "desert tortoise areas of critical environmental concern (ACEC)" by the Bureau of Land Management (BLM). Because CHU

boundaries were drawn to optimize reserve design, the CHU may contain both "suitable" and "unsuitable" habitat. Suitable habitat can be generally defined as areas that provide the primary constituent elements. The proposed project area does not occur within desert tortoise critical habitat.

On June 28, 1994, the Service approved the final Desert Tortoise Recovery Plan (Service 1994). The Desert Tortoise Recovery Plan divides the range of the desert tortoise into 6 recovery units and recommends establishment of 14 DWMA's throughout the recovery units. Within each DWMA, the Desert Tortoise Recovery Plan recommends implementation of reserve-level protection of desert tortoise populations and habitat, while maintaining and protecting other sensitive species and ecosystem functions. The design of DWMA's should follow accepted concepts of reserve design. As part of the actions needed to accomplish recovery, the Desert Tortoise Recovery Plan recommends that land management within all DWMA's should restrict human activities that negatively impact desert tortoises (Service 1994). DWMA's have been designated by BLM through development or modification of their land-use plans in Nevada, Arizona, and Utah. Land-use planning activities are underway in California to designate DWMA's/ACECs. The regulation of activities within critical habitat through section 7 consultation is based on recommendations in the Desert Tortoise Recovery Plan. DWMA's/ACECs have been designated in Utah, Arizona, and Nevada. Similar designations are in progress in California for the Western Mojave RU, and Northern and Eastern Colorado Recovery Units. The proposed project area occurs within the Northeastern Mojave Recovery Unit but not within a DWMA/ACEC.

In March 2003, the Service has impaneled a committee to assess the Recovery Plan. The committee was selected to represent several important characteristics with particular emphasis on commitment to solid science. The charge to the committee was to review the entire Recovery Plan in relation to contemporary knowledge to determine which parts of the recovery plan will need updating. The recommendations of the Committee was presented to the Service and Desert Tortoise Management Oversight Group on March 24, 2004. The recommendations will be used as a guide by a recovery team of scientists and stakeholders to modify the 1994 recovery plan. The new recovery team would then focus on areas where new data are available, and create any needed revisions to the recovery plan. A revised recovery plan is anticipated by mid-2005.

The Northeastern Mojave Recovery Unit occurs primarily in Nevada, but it also extends into California along the Ivanpah Valley and into extreme southwestern Utah and northwestern Arizona (Figure 2). Vegetation within this unit is characterized by creosote bush scrub, big galleta-scrub steppe, desert needlegrass scrub-steppe, and blackbrush scrub (in higher elevations). Topography is varied, with flats, valleys, alluvial fans, washes, and rocky slopes.

Much of the northern portion of the recovery unit is characterized as basin and range, with elevations from 2,500 to 12,000 feet. Desert tortoises typically eat summer and winter annuals, cacti, and perennial grasses. Desert tortoises in this recovery unit, the northern portion of which represents the northernmost distribution of the species, are typically found in low densities (approximately 10 to 20 adults per square mile).

Long-term monitoring of desert tortoise populations is a high priority recovery task as identified in the Desert Tortoise Recovery Plan. From 1995 to 1998, pilot field studies and workshops were conducted to develop a monitoring program for desert tortoise. In 1998, the Desert Tortoise Management Oversight Group chose line distance sampling as the appropriate method to determine rangewide desert tortoise population densities and trends. Monitoring of populations using this method is underway across the range of the desert tortoise. Successful rangewide monitoring will enable managers to evaluate the overall effectiveness of recovery actions and population responses to these actions, thus guiding recovery of the Mojave desert tortoise.

III. Environmental Baseline

a. Status of the Species in the Action Area

The majority of Lake Mead NRA is characterized by generally north-south trending mountain ranges and shallow valleys. Desert tortoise habitat are most often associated with well-drained sandy loam soils of plains, alluvial fans, and bajadas. Soils in the area are gravelly with desert pavement with patches of gypsiferous soils. Most Mojave desert tortoise burrows are dug under creosote bush (*Larrea tridentata*) or white bursage (*Ambrosia dumosa*) shrubs which are the dominant vegetation identified in the Biological Assessment (NPS 2003a).

Desert tortoise surveys were conducted along Lakeshore Road in support of the biological assessment prepared for improvements to the road in 1991 (NPS 1991). The proposed alignment for the River Mountains Loop Trail occurs within 0.75 mile of Lakeshore Road. From 1995 to 1997, additional desert tortoise transects were walked between the Lake Mead Marina and the park boundary with the City of Henderson by NPS biologists yielding population estimates of low density. One-square kilometer study plots located north and south of Northshore Road yielded observations of 4 to 8 live tortoises and 24 to 86 desert tortoise burrows.

Under the Natural Resources Preservation Program, the NPS funded desert tortoise recovery programs at Lake Mead NRA. Within Lake Mead NRA the following actions have been implemented (NPS 2003a,b):

- Over 400 1.5-mile triangular strip transects have been conducted, exceeding one transect per 2,500 acres; these data show that desert tortoise abundance in the park is generally very low to low with small, localized areas of moderate abundance;
- a total of 14 square-kilometer study plots have been established throughout Lake Mead NRA;
- 20 miles of burro exclusion fence are proposed for construction which would eliminate burros from desert tortoise critical habitat;
- 10 miles of roads are proposed for closure and rehabilitation in desert tortoise habitat; and
- interpretive outreach and environmental education programs have been implemented.

b. Factors Affecting the Species Environment in the Action Area

Lake Mead NRA staff are actively working with Clark County, the University of Nevada, the Nevada Department of Wildlife, Arizona Game and Fish Department, BLM, and U.S. Geological Survey- Biological Resources Division to increase knowledge of the desert tortoise in the action area, Lake Mead NRA, and rangewide. Currently underway are population surveys and monitoring, and demographic studies to determine longevity and causes of mortality. Livestock grazing has been removed from Lake Mead NRA. Non-native plants occur largely in disturbed areas included the edges of Northshore Road, Parking lots, and Boxcar Wash.

1) *Visitor Use at Lake Mead NRA*

Lake Mead NRA is a popular water recreation area in the West with 1.5 million surface acres, including 700 miles of shoreline on Lakes Mead and Mohave. Lake Mead NRA provides outdoor recreation opportunities ranging from warm-water recreation to back-country exploration. The area is within an hour's drive of 20 million people in southern California, and a 20 minute drive for 1.4 million people in the Las Vegas Valley.

2) *Habitat Conservation Plans (HCP) Involving Lake Mead NRA*

Since the Mojave population of the desert tortoise was listed under the Act in 1989, three regional-level HCPs have been implemented for development of desert tortoise habitat in Clark County, Nevada. Because approximately 89 percent of Clark County consists of public lands administered by the Federal government, there is little opportunity for mitigation on private lands as mitigation under an HCP for the loss of desert tortoise habitat. Alternatively, funds are collected and spent to implement conservation and

recovery actions on Federal lands as mitigation for impacts that occur on non-Federal lands. Lake Mead NRA lands are included in these areas where mitigation funds are used to promote recovery of the desert tortoise.

On May 23, 1991, the Service issued a biological opinion on the issuance of incidental take permit PRT-756260 (File No. 1-5-91-FW-40) under section 10(a)(1)(B) of the Act. The Service concluded that incidental take of 3,710 desert tortoises on up to 22,352 acres of habitat within the Las Vegas Valley and Boulder City in Clark County, Nevada, was not likely to jeopardize the continued existence of the desert tortoise. The permit application was accompanied by the *Short-Term Habitat Conservation Plan for the Desert Tortoise in the Las Vegas Valley, Clark County, Nevada* (Regional Environmental Consultants 1991) (Short-term HCP) and an implementation agreement that identified specific measures to minimize and mitigate the effects of the action on desert tortoises.

On July 29, 1994, the Service issued a non-jeopardy biological opinion on the issuance of an amendment to incidental take permit PRT-756260 (File No. 1-5-94-FW-237) to extend the expiration date of the existing permit by one year (to July 31, 1995) and include an additional disturbance of 8,000 acres of desert tortoise habitat within the existing permit area. The amendment did not authorize an increase in the number of desert tortoises allowed to be taken under the existing permit. Additional measures to minimize and mitigate the effects of the amendment were also identified. Approximately 1,300 desert tortoises were taken under the authority of PRT-756260, as amended. In addition, during the Short-term HCP, as amended, approximately 541,000 acres of desert tortoise habitat have been conserved in Clark County on lands administered by BLM and the NPS.

On July 11, 1995, the Service issued an incidental take permit (PRT-801045) to Clark County, Nevada, including cities within the county and the Nevada Department of Transportation (NDOT), under the authority of section 10(a)(1)(B) of the Act. The permit became effective August 1, 1995, and allowed the "incidental take" of desert tortoises for a period of 30 years on 111,000 acres of non-Federal land in Clark County, and approximately 2,900 acres associated with NDOT activities in Clark, Lincoln, Esmeralda, Mineral, and Nye counties, Nevada. The Clark County Desert Conservation Plan (DCP) served as the permittees' habitat conservation plan and detailed their proposed measures to minimize, monitor, and mitigate the effects of the proposed take on the desert tortoise (Regional Environmental Consultants 1995). The permittees imposed, and NDOT paid, a fee of \$550 per acre of habitat disturbance to fund these measures. The permittees expended approximately \$1.65 million per year to minimize and mitigate the potential loss of desert tortoise habitat. The majority of these funds were used to implement

minimization and mitigation measures, such as increased law enforcement; construction of highway barriers; road designation, signing, closure, and rehabilitation; and tortoise inventory and monitoring within the lands initially conserved during the short-term HCP and other areas being managed for tortoise recovery (e.g., ACECs or DWMAs). The benefit to the species, as provided by the DCP, substantially minimized and mitigated those effects which occurred through development within the permit area and aided in recovery of the desert tortoise.

On November 22, 2000, the Service issued an incidental take permit (TE-034927-0) to Clark County, Nevada, including cities within the county and NDOT, under the authority of section 10(a)(1)(B) of the Act. The permit supercedes the incidental take permit for the DCP. In the biological/conference opinion (File No. 1-5-00-FW-575), the Service determined that issuance of the incidental take permit to Clark County would not jeopardize the listed desert tortoise or southwestern willow flycatcher, or any of the 76 unlisted, un-proposed species covered under the permit. Under the special terms and conditions of the permit, take of avian species, with the exception of American peregrine falcon (*Falco peregrinus anatum*) and phainopepla (*Phainopepla nitens*), would not be authorized until acquisition of private lands in desert riparian habitats in southern Nevada has occurred. The incidental take permit allows incidental take of covered species for a period of 30 years on 145,000 acres of non-Federal land in Clark County, and within NDOT rights-of-way, south of the 38th parallel in Nevada. The Clark County Multiple Species Habitat Conservation Plan and Environmental Impact Statement (MSHCP) (Regional Environmental Consultants 2000), serves as the permittees' habitat conservation plan and details their proposed measures to minimize, mitigate, and monitor the effects of covered activities on the 78 species. In addition to measures specified in the MSHCP and its implementing agreement, the permittee shall comply with the special terms and conditions of the permit and measures stated in Sections 3C and 3D of the DCP, which were incorporated by reference into the MSHCP and incidental take permit.

IV. Effects of the Proposed Action on the Listed Species

Direct effects encompass the immediate, often obvious effect of the proposed action on the tortoise or its habitat. Indirect effects are caused by, or result from the proposed action, are later in time, and are reasonably certain to occur. In contrast to direct effects, indirect effects are more subtle, and may affect tortoise populations and habitat quality over an extended period of time, long after construction activities have been completed. Indirect effects are of particular concern for long-lived species such as the tortoise, because project-related effects may not become evident in individuals or populations until years later.

Desert tortoises may be adversely affected during construction of the trail. Tortoises could be killed or injured by project vehicles, including those that travel outside the construction limits, or captured and displaced out of harm's way. Increased public use in the project area may result in impacts to tortoise including harassment by humans and dogs, vandalism of tortoises and their habitat, illegal collection for pets or other uses, and injury as a result of encounters with trash (e.g., ingestion of plastic). If herbicides are used on plants eaten by tortoises, they may become ill or die. Measures proposed by the NPS should minimize most of these effects which include: (1) Implementing a tortoise awareness program, (2) clearly marking the construction areas and restricting activities to these areas, (3) conducting pre-construction clearance surveys, (4) limit handling of desert tortoise to qualified biologists, (5) avoiding and fencing desert tortoise burrows, (5) excluding desert tortoises from excavations, (6). Further, kiosks and wayside exhibits would also provide information to park visitors on desert tortoise and the importance of preserving the desert environment.

Impacts to desert tortoise habitat include direct loss through blading, paving, and other trail construction activities. Previously disturbed corridors and existing roads and trails were considered in determining the least disruptive location for placement of the trail. Construction of the trail, including widening existing corridors, paving the trail surface, and adding culverts or low water crossings, as appropriate, would disturb currently paved and graveled surface areas that are of little habitat value. The overall acreage proposed for trail construction is approximately 34 acres (Table 1), approximately 10 acres of which is undisturbed and the remaining 24 acres previously disturbed. Approximately 18 acres of unpaved land would be paved under this alternative. The short segments of undisturbed habitat that would be utilized for trail construction occur in close proximity to previously disturbed corridors. Approximately 70 percent of the trail would follow previously disturbed corridors and utilize previously disturbed land with the remaining 30 percent requiring new land disturbance, mostly in the form of widening existing corridors.

Desert tortoise habitat may also be impacted if: Project vehicles stray outside designated areas or project activities result in the introduction or spread of non-native invasive plant species. The project will result in the long-term disturbance of approximately 10 acres of low-density desert tortoise habitat. Measures proposed by the NPS should minimize the habitat impacts that may result from the proposed project which include: (1) Revegetating and restoring project-related disturbances, (2) monitor revegetated and disturbed site to determine effectiveness and to ensure that non-native, invasive plants do not become established, (3) clearly mark the construction areas and restrict activities to these areas, and (4) pay a remuneration fee to fund desert tortoise recovery actions.

Table 1- Anticipated Disturbance to Desert Tortoise Habitat

	Total Acreage Proposed for Trail Construction	Existing Disturbance	New Disturbance
Segment 17	7.27 acres	4.85 acres	2.42 acres
Segment 18	6.6 acres	6.6 acres	None
Segment 19	4.27 acres	3.55 acres	0.72 acre
Segment 20	1.55 acres	None- partially restored habitat	1.55 acres
Segment 21	6.2 acres	1.16 acres	5.04 acres
Segment 22	6.98 acres	6.98 acres	None
Connector Trail- C8	1.02 acres	0.48 acre	0.54 acre
Totals	33.89 acres	23.62 acres	10.27 acres

Trash accumulation at the proposed project sites may attract and concentrate predators such as ravens, coyotes (*Canis latrans*), and kit fox, which may result in increased predation of desert tortoises. Natural predation in undisturbed, healthy ecosystems is generally not an issue of concern. However, predation rates may be altered when natural habitats are disturbed or modified. Common raven populations in the California deserts have increased 10-fold from 1968 to 1992 in response to expanding human use of the desert (Boarman and Berry 1995). Because ravens make frequent use of food, water, and nest site subsidies provided by humans, their population increases can be tied to this increase in food and water sources, such as landfills and septic ponds (Boarman 1992; Service 1994). Ravens may be attracted to landfills or project sites if trash is accessible by scavengers (Berry 1985; BLM 1990). Considering that ravens were very scarce in this area prior to 1940, it is assumed that the current level of raven predation on juvenile desert tortoises is an unnatural occurrence (BLM 1990). The measure proposed by the NPS to implement a litter-control program and inform the public not to feed ravens, should minimize increased predation on tortoises.

The Service has determined that the level of effect described herein will not reduce appreciably the likelihood of survival and recovery of the Mojave population of the desert tortoise in the wild, or diminish the value of critical habitat both for survival and recovery of the desert tortoise because:

- 10.27 acres of new desert tortoise habitat disturbance would occur as a result of the proposed project;
- desert tortoise densities are generally low in the action area;
- measures have been proposed by the NPS to substantially minimize the effects of the proposed action; and
- no critical habitat will be affected by the proposed project.

V. Cumulative Effects

Cumulative effects are those effects of future non-Federal (State, local government, or private) activities that are reasonably certain to occur in the project area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. As the human population continues to grow in Las Vegas and surrounding areas, recreation at Lake Mead NRA and associated impacts will continue to increase.

VI. Conclusion

After reviewing the current status of the desert tortoise, the environmental baseline for the action area, the effects of the proposed trail construction, and the cumulative effects, it is the Service's biological opinion that the project, as proposed, is not likely to jeopardize the continued existence of the desert tortoise. Critical habitat for the desert tortoise has been designated in portions of the Piute and Eldorado valleys, Mormon Mesa, Gold Butte, and Beaver Dam Slope areas of Nevada; however, this action does not affect those areas, and no destruction or adverse modification of that critical habitat is anticipated.

C. INCIDENTAL TAKE STATEMENT

Section 9 of the Act, as amended, prohibits take (harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or attempt to engage in any such conduct) of listed species of fish or wildlife without a special exemption. "Harm" is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering (50 CFR § 17.3). "Harass"

is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering (50 CFR § 17.3). Incidental take is any take of listed animal species that results from, but is not the purpose of, carrying out an otherwise lawful activity conducted by the Federal agency or applicant. Under the terms of sections 7(b)(4) and 7(o)(2) of the Act, taking that is incidental to and not intended as part of the agency action is not considered a prohibited taking provided that such taking is in compliance with the terms and conditions of this incidental take statement.

The following terms and conditions: (1) restate measures proposed by the NPS, (2) modify the measures proposed by the NPS, or (3) specify additional measures considered necessary by the Service. Where these terms and conditions vary from or contradict the minimization measures proposed under the *Description of the Proposed Action*, specifications in these terms and conditions shall apply. The measures described below are nondiscretionary and must be implemented by the NPS so that they become binding conditions of any project, contract, grant, or permit issued by the NPS as appropriate, in order for the exemption in section 7(o)(2) to apply. The Service's evaluation of the effects of the proposed actions includes consideration of the measures developed by the NPS, and repeated in the *Description of the Proposed Action* portion of this biological opinion, to minimize the adverse effects of the proposed action on the desert tortoise. Any subsequent changes in the minimization measures proposed by the NPS may constitute a modification of the proposed action and may warrant reinitiation of formal consultation, as specified at 50 CFR § 402.16. These reasonable and prudent measures are intended to clarify or supplement the protective measures that were proposed by the NPS as part of the proposed action.

The NPS has a continuing duty to regulate the activity that is covered by this incidental take statement. If the NPS fails to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permit or grant document, and/or fails to retain oversight to ensure compliance with these terms and conditions, the protective coverage of section 7(o)(2) may lapse.

I. Amount of Take

Based on the analysis of impacts provided above, measures proposed by the NPS, and anticipated project duration, the Service anticipates that the following take could occur as a result of the proposed action:

- No desert tortoises may be incidentally injured or killed by project activities.
- All desert tortoises found in harm's way may be harassed by capture and removal from the proposed project areas. Based on encounter rates on previous projects in the same general area and low density habitat, the Service estimates that no more than five desert tortoises may be adversely affected by project activities.
- No desert tortoise eggs are anticipated to be destroyed during construction activities.
- No desert tortoises are anticipated to be taken in the form of indirect mortality through predation by ravens drawn to trash in the project area.
- An unknown number of desert tortoises may be taken indirectly in the form of harm through increased noise and ground vibrations associated with construction, use of heavy equipment, and other project activities. Due to the low density of tortoise in the area potentially affected by noise associated with the project, the Service estimates that few if any desert tortoises would be adversely affected by project noise.

II. Effect of the Take

In the accompanying biological opinion, the Service determined that this level of anticipated take is not likely to result in jeopardy to the species, or destruction or modification of critical habitat.

III. Reasonable and Prudent Measures

The Service believes that the following reasonable and prudent measures are necessary and appropriate to minimize take of desert tortoise:

1. The NPS shall implement measures to minimize injury or mortality of desert tortoises due to construction, maintenance, and use of the proposed trail.
2. The NPS shall implement measures to minimize predation on tortoises by predators drawn to the trail area.
3. The NPS shall implement measures to minimize destruction of desert tortoise habitat, such as soil compaction, erosion, introduction of non-native invasive plants, or crushed vegetation, due to construction and maintenance activities and use of the trail.

4. The NPS shall implement measures to ensure compliance with the reasonable and prudent measures, terms and conditions, reporting requirements, and reinitiation requirements in this biological opinion.

IV. Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, the NPS must fully comply with the following terms and conditions, which implement the reasonable and prudent measures described above.

1. To implement Reasonable and Prudent Measure Number 1, the NPS shall fully implement the following measures to minimize injury or mortality of desert tortoises due to construction, maintenance, and use of the proposed trail:
 - a. A desert tortoise education program will be presented to all personnel onsite during construction activities. This program will contain information concerning the biology and distribution of the desert tortoise, its legal status and occurrence in the proposed project area, the definition of "take" and associated penalties, measures designed to minimize the effects of construction activities, the means by which employees can facilitate this process, and reporting requirements to be implemented when tortoises are encountered. Following training of project staff, each trained individual will sign a completion sheet to be placed on file at Lake Mead NRA.
 - b. The trail construction limits will be clearly marked or flagged prior to construction. All construction activities, including staging areas, will be located within these boundaries and use previously disturbed areas to the maximum extent practicable.
 - c. The project area will be surveyed by an authorized biologist for desert tortoises and their burrows immediately prior (within 24 hours) to the onset of construction in any given area. The surveys will provide 100-percent coverage of the project area. All potential tortoise burrows shall be identified and flagged for avoidance or excavation. All desert tortoise surveys, handling of desert tortoises, burrow excavation, and fence construction will be performed only by an authorized biologist.

- d. Temporary desert tortoise fence will be installed along both sides of the proposed trail corridor to deter tortoises from crossing the construction zone during construction
- e. In accordance with *Procedures for Endangered Species Act Compliance for the Mojave Desert Tortoise* (Service 1992), a desert tortoise biologist shall possess a bachelor's degree in biology, ecology, wildlife biology, herpetology, or closely related fields. The biologist must have demonstrated prior field experience using accepted resource agency techniques to survey for desert tortoises and tortoise sign. In addition, the biologist shall have the ability to recognize and accurately record survey results. If desert tortoise biologists not previously approved by the Service are proposed to serve as a monitor or handle desert tortoises, they shall complete the attached form (Attachment A) and submit the form to the Service for review. The Service must approve all monitors and biologists for the project.
- f. Desert tortoise burrows found within the project area will be avoided if possible. Avoidable tortoise burrows shall be protected with tortoise-proof fencing which will be placed at least 20 feet from the burrow on sides bordered by construction and shall remain in place until construction activities cease. Fencing will consist of 1-inch horizontal by 2-inch vertical mesh. All burrows in the project area that cannot be avoided during construction shall be excavated by hand, by an authorized desert tortoise biologist to determine occupancy. Burrow excavation, tortoise handling and removal, and burrow construction (if necessary) shall be performed in accordance with Service-approved protocol (Desert Tortoise Council 1994, revised 1999).

All desert tortoises found within the project area, whether aboveground or in excavated burrows, shall be placed 300 to 1,000 feet outside of the clearing limits in the direction of undisturbed habitat. If the desert tortoise is found in a burrow and conditions are unfavorable for tortoise activity aboveground, it shall be placed in an unoccupied burrow if available; if a burrow is not available, one shall be constructed in accordance with Service-approved protocol (Desert Tortoise Council 1994, revised 1999). If conditions are favorable for aboveground tortoise activity, the tortoise shall be released in the shade of a shrub.
- g. Any tortoise found within one hour before nightfall will be placed in a separate clean cardboard box and held in a cool, predator-free location. The box will be covered and kept upright at all times to minimize stress to the tortoise. Each box

will be used once and then disposed of properly. The tortoise will be released the next day in the same area from which it was collected and using the procedures described above. Each tortoise will be handled with new disposable latex gloves. After use, the gloves will be properly discarded and a fresh set used for each subsequent tortoise handling.

- h. Project activities that may endanger a tortoise will cease if a tortoise is found on a project site. Project activities will resume after an authorized biologist removes the tortoise from danger or after the tortoise has moved to a safe area.
 - i. Herbicides shall not be used on the project site in areas accessible by desert tortoises.
 - j. The contractor shall construct tortoise-proof fence around all excavations, holes, or deep depressions as necessary to protect against intrusion by desert tortoises at sites with potential hazards.
 - k. Project vehicles shall not exceed 15 miles per hour in the project area.
2. To implement Reasonable and Prudent Measure Number 2, the NPS shall fully implement the following measure to minimize predation on tortoises by predators drawn to project areas:
- A litter-control program will be implemented to reduce the attractiveness of the area to opportunistic predators such as desert kit fox, coyotes, and common ravens. Trash and food items will be disposed of properly in predator-proof containers with re-sealing lids. Trash containers will be emptied and construction waste will be removed daily from the project area and disposed of in an approved landfill.
3. To implement Reasonable and Prudent Measure Number 3, the NPS shall fully implement the following measures to minimize destruction of desert tortoise habitat, such as soil compaction, erosion, or crushed vegetation, due to construction and maintenance activities:
- a. All equipment, vehicles, and construction materials will remain within designated areas. Staging areas will be located in previously disturbed areas whenever possible.

- b. Cross-country travel and travel outside construction zones will be prohibited.
- c. Revegetation will occur using desert soil conserved along the corridor and native species from genetic stocks originating in Lake Mead NRA. Revegetation will attempt to reconstruct the natural spacing, abundance, and diversity of native plant species as well as the desert crust in areas not intended to be used for maintenance, by mulching and spreading seeds and planting (only native species found in adjacent habitat). No imported topsoil or hay bales will be used during revegetation, in an effort to avoid introduction of non-native plant species or inappropriate genetic stock of native plant species. Soil will be stored as near the original location as possible to minimize vegetation impacts, and potential compaction and erosion of bare soils.

At a minimum, desert soil, rocks, and plants will be salvaged; disturbed sites will be scarified and recontoured; desert soil and large rocks will be replaced. Revegetation of disturbed sites shall be initiated immediately following construction activities. NPS biologists will monitor disturbed areas for up to three years following construction to identify growth of noxious weeds or exotic vegetation. Non-native plants that appear on the project site shall be treated in accordance with the NPS guidelines.

- d. All construction equipment shall be pressure washed and/or steam cleaned to ensure that all equipment, machinery, rocks, gravel, or other materials are free of non-native plant materials before entering Lake Mead NRA.
- e. Prior to surface disturbing activities associated with the proposed project, the NPS will pay remuneration fees to be deposited into the Desert Tortoise Public Lands Conservation Fund (account number 730-9999-2315) (Section 7 Account) for compensation of desert tortoise habitat loss.

The proposed project would disturb a maximum of 10.27 acres of desert tortoise habitat. The fee will be assessed at the rate of \$660 per acre of disturbance. These fees will be indexed for inflation based on the Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U). Information on the CPI-U can be found on the internet at:

<http://stats.bls.gov/news.release/cpi.nws.htm>. The next adjustment will occur on March 1, 2005. If paid prior to March 1, 2005, the total fees due will be \$6,162.00.

Clark County serves as the administrator of the funds, but does not receive any benefit from administering these funds. These funds are independent of any other fees collected by Clark County under the MSHCP. None of these funds shall be used to develop a habitat conservation plan.

The payments shall be accompanied by the attached Section 7 Fee Payment Form (Attachment B), and completed by the payee. The project proponent or applicant may receive credit for payment of such fees and deduct such costs from desert tortoise impact fees charged by local government entities. Payment shall be by certified check or money order payable to Clark County and delivered to:

Clark County Desert Conservation Program
c/o Dept. of Air Quality and Environmental Management
Clark County Government Center
500 S. Grand Central Parkway, first floor (front counter)
Las Vegas, Nevada 89106
(Contact: Sandy Helvey at (702) 455-5821)

4. To implement Reasonable and Prudent Measure Number 4, the NPS shall fully implement the following measures to ensure compliance with the reasonable and prudent measures, terms and conditions, reporting requirements, and reinitiation requirements in this biological opinion:
 - a. The onsite biologist will record each observation of desert tortoise handled. Information will include the following: Location, date and time of observation, whether tortoise was handled, general health and whether it voided its bladder, location tortoise was moved from and location moved to, and unique physical characteristics of each tortoise. A final report will be submitted to the Service's Southern Nevada Field Office in Las Vegas, Nevada, within 90 days of completion of construction.
 - b. The NPS shall designate a field contact representative. The field representative will be responsible for overseeing compliance with protective stipulations for the desert tortoise and for coordinating with the Service. The field contact representative will have the authority to halt activities or construction equipment that may be in violation of the stipulations.

The Service believes that no desert tortoises will be accidentally injured or killed and an unknown number of tortoises may be taken by harassment or capture and movement out of harm's way during the project (however, the Service believes that no more than five desert tortoises will be harassed or captured and moved); no desert tortoises may be taken in the form of indirect mortality through predation by ravens drawn to the project area; no desert tortoise eggs or nests are anticipated to occur in the project area; and an unknown number of desert tortoises may be taken indirectly in the form of harm or harassment through increased noise associated with operation of heavy equipment.

In addition, up to 10.27 acres of low-density, undisturbed desert tortoise habitat may be disturbed as a result of project activities. The reasonable and prudent measures, with their implementing terms and conditions, are designed to minimize the impact of incidental take that might otherwise result from the proposed action. If, during the course of the action, the level of incidental take or loss of habitat identified is exceeded, such incidental take and habitat loss represents new information requiring reinitiation of consultation and review of the reasonable and prudent measures provided. The NPS must immediately provide an explanation of the causes of the taking and review with the Service the need for possible modification of the reasonable and prudent measures.

Reporting Requirements

Upon locating a dead or injured endangered or threatened species, initial notification must be made to the Service's Division of Law Enforcement in Las Vegas, Nevada, at (702) 388-6380. Care should be taken in handling sick or injured desert tortoises to ensure effective treatment and care for the handling of dead specimens to preserve biological material in the best possible state for later analysis of cause of death. In conjunction with the care of sick or injured desert tortoises or preservation of biological materials from a dead animal, the finder has the responsibility to carry out instructions provided by the Service's Division of Law Enforcement to ensure that evidence intrinsic to the specimen is not unnecessarily disturbed. All deaths, injuries, and illnesses of desert tortoises, whether associated with project activities or not, will be summarized in an annual report.

The following actions should be taken for injured or dead tortoises if directed by the Service's Division of Law Enforcement:

Injured desert tortoises shall be delivered to any qualified veterinarian for appropriate treatment or disposal. Dead desert tortoises suitable for preparation as museum specimens shall be frozen immediately and provided to an institution holding appropriate

Federal and State permits per their instructions. Should no institutions want the desert tortoise specimens, or if it is determined that they are too damaged (crushed, spoiled, etc.) for preparation as a museum specimen, then they may be buried away from the project area or cremated, upon authorization by the Service's Division of Law Enforcement. The NPS or the project proponent shall bear the cost of any required treatment of injured desert tortoises, euthanasia of sick desert tortoises, or cremation of dead desert tortoises. Should sick or injured desert tortoises be treated by a veterinarian and survive, they may be transferred as directed by the Service.

D. CONSERVATION RECOMMENDATIONS

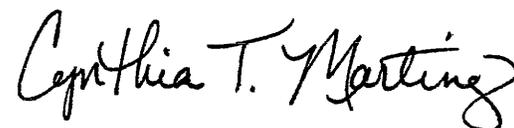
Section 7(a)(1) of the Act directs Federal agencies to use their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

The Service does not have any conservation recommendations at this time.

E. REINITIATION

This concludes formal consultation on the actions outlined in your November 13, 2003, request. As required by 50 CFR § 402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over an action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

If we can be of any further assistance, please contact Michael Burroughs in the Southern Nevada Field Office, at (702) 515-5230.



for Robert D. Williams

Superintendent

File No. 1-5-04-F-420

Attachments (2)

cc:

Supervisory Biologist - Habitat, Nevada Department of Wildlife, Las Vegas, Nevada
Field Office Manager, Las Vegas Field Office, Bureau of Land Management, Las Vegas, Nevada
Deputy State Director, Resources, Land Use, and Planning, Bureau of Land Management, Reno,
Nevada
Assistant Regional Director, Ecological Services, Fish and Wildlife Service, Portland, Oregon
Senior Resident Agent, Division of Law Enforcement, Fish and Wildlife Service, Boise, Idaho

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ATTACHMENT A.

**DESERT TORTOISE MONITOR AND BIOLOGIST
RESPONSIBILITIES AND QUALIFICATIONS**

Below is a form that we suggest you complete which would provide necessary information that will allow us to review your qualifications to work with desert tortoise. Please submit this completed form to the requesting agency instead of your resume. The responsibilities and general skills required for *desert tortoise monitors* and *authorized biologists* are identified below.

DESERT TORTOISE MONITOR - Approved by the Fish and Wildlife Service or other agency as designated by the Fish and Wildlife Service to monitor project activities within desert tortoise habitat, ensure proper implementation of protective measures, and report incidents of non-compliance in accordance with biological opinions or permit. Monitors should have sufficient desert tortoise training and field experience to detect the presence of desert tortoises through observations of animals and sign including scat and burrows. A monitor is typically not authorized to handle desert tortoises, or determine presence/absence of desert tortoises or conduct clearance surveys.

AUTHORIZED BIOLOGIST - Approved by the Fish and Wildlife Service or other agency as designated by the Fish and Wildlife Service to conduct activities that may result in "take" of the desert tortoise including locating tortoises and their sign, recording and reporting tortoise and sign observations in accordance with approved protocol, and ensuring that the effects of the project on the desert tortoise and its habitat are minimized in accordance with a biological opinion or permit. "Take" has been defined as actions which "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." An authorized biologist should have thorough knowledge of desert tortoise behavior, natural history, and ecology, and demonstrate substantial field experience and training to successfully:

- handle desert tortoises
- excavate burrows to locate desert tortoise or eggs
- relocate desert tortoises
- reconstruct desert tortoise burrows
- unearth and relocate desert tortoise eggs
- locate, identify, and record all forms of desert tortoise sign.

GENERAL DESERT TORTOISE BIOLOGIST/MONITOR QUALIFICATIONS STATEMENT

This form should be used to provide your qualifications to handle desert tortoises during construction or other projects authorized under Sections 7 or 10 (HCPs) of the Endangered Species Act. If you seek approval to attach/remove/insert any devices or equipment to/into tortoises, withdraw blood, or conduct other procedures on desert tortoises, a recovery permit is required. Application for a recovery permit requires completion of Form 3-200. Supplemental information for the recovery permit application should be provided with the form, *Statement of Skills and Experience With Specialized Desert Tortoise Procedures* which is available from a U.S. Fish and Wildlife Service Field Office.

1. Name:	
Address:	
City, State, zip code:	
Phone number:	
Email address:	

2. Date of Statement: _____

3. States in which authorization is requested (check all that apply):

California
 Nevada
 Utah
 Arizona

If authorization is sought for desert tortoise work under a Biological Opinion, provide the following:

Biological Opinion File No. (USFWS): _____ Date: _____

Project Name: _____

Federal Agency: _____

Proponent or Contractor: _____

4. Desert tortoise training:

Dates (dd/mm/year): _____

Location: _____

Instructor/sponsor: _____

5. Education: Provide up to three:

	1.	2.	3.
Institution			
Dates attended			
Major/minor			
Degree			

6. Specify project and/or activities anticipated that require authorization (e.g., capture/release, weigh, measure, attach and remove telemetry devices and other hardware, etc.).

7. If you hold, or have held, any state or federal wildlife permits, provide the following:

Dates: _____

Species: _____

State (specify) or Federal Permit and number: _____

Authorized activities: _____

SECTION 7 FEE PAYMENT FORM

Entire form is to be completed by agency or project proponent

Biological Opinion File Number: 1-5-04-F-420

Fish and Wildlife Service Office that Issued the Opinion: Reno, Nevada

Species: Desert tortoise (*Gopherus agassizii*)

Project: Proposed Construction of the River Mountains Loop Trail, Lake Mead National Recreation Area, Clark County, Nevada

Number of Acres to be Disturbed: _____
Fee Rate (per acre): \$ _____
Total Payment Required: \$ _____
Amount of Payment Received: \$ _____
Date of Receipt: _____
Check or Money Order Number: _____

Project Proponent: _____
Telephone Number: _____

Authorizing Agency: National Park Service- Lake Mead NRA

Make checks payable to: Clark County Treasurer

Deliver check to: Clark County Desert Conservation Program
c/o Dept. of Air Quality and Environmental Management
Clark County Government Center
500 S. Grand Central Parkway, first floor (front counter)
Las Vegas, Nevada 89106
(Contact: Sandy Helvey at (702) 455-5821)

If you have questions, you may call the Southern Nevada Field Office of the U.S. Fish and Wildlife Service at (702) 515-5230.

River Mountains Loop Trail

- Bureau of Land Management
- National Park Service
- Bureau of Reclamation Withdrawal
- Trail Segment
- Trail Connector

