

**APPENDIX A**  
**INTENT-TO-STUDY LETTER**





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

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KENNY C. GUINN  
 Governor

JEFFREY FONTAINE, P.E., *Director*

In Reply Refer to:

Intent-to-Study  
 Interstate 15 South  
 Las Vegas, NV  
 EA 73215

April 6, 2005

To Whom It May Concern:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is studying potential transportation improvements to the Interstate 15 corridor from Tropicana Avenue to the Sloan interchange.

The proposed improvements include but are not limited to:

- I-15 freeway improvements, including widening and reconstruction
- Las Vegas Boulevard improvements
- New interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road
- Frontage Roads
- I-15/I-215 System Interchange Improvements

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

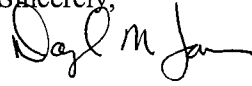
We would appreciate receiving any response you may have by **5 p.m., Friday, May 20, 2005**. If no response is received, the Department will assume you foresee no potential impacts in your particular area of responsibility or interest.

An Informational Meeting to brief interested individuals, groups and agencies on the project and to receive comments and suggestions from them will be held on **Thursday, May 5, 2005** from 4:00 p.m. to 7:00 p.m. at the Enterprise Library, 25 E. Shelbourne Avenue, Las Vegas, Nevada. A copy of the meeting notice is attached.



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, Nevada 89712, phone (775) 888-7013.

Sincerely,

A handwritten signature in black ink, appearing to read "Daryl N. James". The signature is written in a cursive style with a large initial "D" and a long horizontal stroke at the end.

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

Assemblyman Wendell Williams  
3701 Fortune Ave.  
Las Vegas, NV 89107-2147

Assemblyman David Goldwater  
2701 Miraflores Ave.  
Las Vegas, NV 89102-4260

Senator Valerie Wiener  
3540 W. Sahara  
#352  
Las Vegas, NV 89102-5816

Senator Michael Schneider  
6381 Sandpiper Way  
Las Vegas, NV 89103-2110

Building and Safety  
Development Services Center  
Paul Wilkins  
731 South Fourth Street  
Las Vegas, NV 89101

Finance and Business Services  
Mark Vincent  
400 Stewart Ave  
6<sup>th</sup> Floor  
Las Vegas, NV 89101

Neighborhood Services  
Faye Johnson  
400 Stewart Ave  
2nd Floor  
Las Vegas, NV 89101

Office of Business Development  
Lesla Coder  
400 Stewart Ave  
Las Vegas, NV 89101

Deputy Chief Greg Gammon  
Las Vegas Fire & Rescue  
500 N. Casino Center Blvd.  
Las Vegas, NV 89101

Sunrise Hospital  
Cheryl Smith  
3186 S. Maryland Pkwy.  
Las Vegas, NV 89109

Assemblyman Morse Arberry Jr.  
2551 South Fort Apache Road  
Suite 102  
Las Vegas, NV 89117-8700

Assemblyman Bob McCleary  
2205 Flower Avenue  
North Las Vegas, NV 89030

Senator Terry Care  
4371 Woodcrest Road  
Las Vegas, NV 89121-4946

City Attorney Brad Jerbic  
City Hall  
400 Stewart Ave  
9<sup>th</sup> Floor  
Las Vegas, NV 89101

Field Operations  
Larry Haugsness  
400 Stewart Ave  
4<sup>th</sup> Floor  
Las Vegas, NV 89101

Fire Services  
Timothy Szymanski  
500 N. Casino Center Blvd.  
Las Vegas, NV 89101

Neighborhood Planning & Support  
Division  
Stephen Harsin  
400 Stewart Ave  
Las Vegas, NV 89101

Planning and Development  
Robert Genzer  
400 Stewart Ave  
Las Vegas, NV 89101

Las Vegas Metropolitan Police  
Public Information Officer  
Jose Montoya  
3141 E. Sunrise Avenue  
Las Vegas, NV 89101

Traffic Management Division  
Bobby Shelton  
500 S. Grand Central Parkway  
Las Vegas, NV 89155

Assemblyman Chris Giunchigliani  
706 Bracken Avenue  
Las Vegas, NV 89104-1644

Senator Joseph Neal  
304 Lance Avenue  
North Las Vegas, NV 89030

Senator Bob Coffin  
1139 5<sup>th</sup> Place  
Las Vegas, NV 89104-1413

Greg Gammon, Deputy Chief  
Las Vegas Fire & Rescue  
500 N. Casino Center  
Las Vegas, NV 89101

City Manager  
Douglas Selby  
400 Stewart Ave  
8<sup>th</sup> Floor  
Las Vegas, NV 89101

Information Technologies  
Joseph Marcella  
400 Stewart Ave  
5<sup>th</sup> Floor  
Las Vegas, NV 89101

Neighborhood Response Division  
David Semenza  
400 Stewart Ave  
2nd Floor  
Las Vegas, NV 89101

Public Works  
Richard Goecke  
400 Stewart Ave  
4<sup>th</sup> floor  
Las Vegas, NV 89101

Clark County Fire Department  
Chief Earl Greene  
575 E. Flamingo  
Las Vegas, NV 89119

University Medical Center  
Cheryl Persinger  
1800 W. Charleston Blvd.  
Las Vegas, NV 89102

Susan Klekar  
Division Administrator  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

U.S. Department of Agriculture  
Natural Resource Conservation Service  
5820 S Pecos Road, Suite 400  
Las Vegas, Nevada 89120-5432

U.S. Department of Agriculture  
Regional Forester  
Forest Service, Region 4  
324 25th Street  
Ogden, Utah 84401

U.S. Department of Agriculture  
Forest Service  
1200 Franklin Way  
Sparks, Nevada 89431

U.S. Department of the Interior  
Bureau of Indian Affairs  
P. O. Box 10  
Phoenix, Arizona 85001

Michael, Johnson, Environmental  
Coordinator  
U.S. Department of the Interior  
Bureau of Land Management  
4701 N. Torrey Pines  
Las Vegas, Nevada 89130-2301

U.S. Department of the Interior  
Fish and Wildlife Service  
4701 N. Torrey Pines  
Las Vegas, Nevada 89130

Director, Ecology & Conservation Ofc.  
14<sup>th</sup> and Constitution Ave., N.W.  
HCHB SP, Room 6117, ATTN: Donna  
Wieting  
Washington, DC 20230

Central Telephone  
330 S. Valley View Blvd.  
Las Vegas, NV 89152

Mr. Frank Luchetti  
Sierra Pacific Power Co.  
P.O. Box 10100  
Reno, NV 89510

Robert V. Abbey, Director  
U.S. Department of the Interior  
Bureau of Land Management  
P.O. Box 12000  
Reno, NV 89520

John Jamrog, Asst. FM, Renewable  
Resources  
U.S. Department of the Interior  
Bureau of Land Management  
4701 N. Torrey Pines  
Las Vegas, NV 89130-2301

A-95 Clearinghouse  
Heather Elliott  
209 E. Musser #200  
Carson City, NV 89710

D. Bradford Hardenbrook  
Regional Supervisory Biologist, Habitat  
Nevada Department of Wildlife  
110 Valley Road  
Reno, NV 89512

Leanne Miller, Project Manager  
Southern Nevada Water Authority  
1900 E. Flamingo Road  
Las Vegas, NV 89119

Richard Gebhart, Chief  
US Army Corps of Engineers  
300 Booth St, Room 2120  
Reno, NV 89509

US Dept. of the Interior  
National Park Service  
1111 Jackson Street, Suite 700  
Oakland, CA 94607-4807

U. S. Department of the Interior  
Bureau of Reclamation  
P. O. Box 61470  
Boulder City, Nevada 89006-1470

U.S. Department of the Interior  
Regional Environmental Officer  
Pacific Southwest Region  
1111 Jackson Street #735  
Oakland, CA 94607-4807

U.S. Department of the Interior  
Regional Director, Region 1  
Fish and Wildlife Service  
911 N.E. 11th Avenue  
Portland, Oregon 97232-4181

Jeff Steinmetz, Environ. Coord.  
U.S. Department of the Interior  
Bureau of Land Management  
4701 N. Torrey Pines  
Las Vegas, NV 89130-2301

Director  
Division of NEPA Affairs  
Department of Energy  
Mail Station E-201, GTN  
Washington, DC 20545

Cheryl Blumstrom  
Associated General Contractors  
PO Box 7578  
Reno, NV 89510-7578

James D. Morefield  
Nevada State Heritage  
Department of Conservation and Natural  
Resources  
1550 E. College Parkway, Ste. 145  
Carson City, NV 89706-7921

Alfreda Mitre, Chairwoman  
Las Vegas Paiute Tribe  
One Paiute Drive  
Las Vegas, NV 89106

U.S. 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

Regional Transportation  
Commission  
600 S. Grand Central Parkway  
Las Vegas, Nevada 89106-4512

Sierra Club  
P. O. Box 19777  
Las Vegas, Nevada 89132

Nevada Power Company  
P. O. Box 230  
Las Vegas, Nevada 89151-0001

Southwest Gas  
P. O. Box 98510  
Las Vegas, Nevada 89193-8510

Mr. Bruce Mackey  
Department of Motor Vehicles  
Office of Traffic Safety  
555 Wright Way  
Carson City, Nevada 89711-0999

Councilman Larry Brown  
City of Las Vegas  
400 Stewart Ave., 10<sup>th</sup> Floor  
Las Vegas, NV 89101

U.S. Department of the Interior  
U.S. Geological Survey  
Water Resources Division  
333 W. Nye Lane  
Carson City, Nevada 89706

State NFIP Coordinator  
Nevada Division of Water Planning  
123 W. Nye Lane, Suite 142  
Carson City, Nevada 89706-0896

Councilman Steve Wolfson  
City of Las Vegas  
400 Stewart Ave., 10<sup>th</sup> Floor  
Las Vegas, NV 89101

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

Robert W. Hall (Las Vegas Projects)  
Nevada Environmental Coalition Inc.  
10720 Button Willow Drive  
Las Vegas, Nevada 89134

Yvonne Atkinson Gates  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

City Engineer, City of Las Vegas  
400 Stewart Ave.  
Las Vegas, NV 89101

Myrna Williams  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

Mayor Oscar Goodman  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Bruce L. Woodbury  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

City Manager  
Douglas Selby  
400 Stewart Ave., 8<sup>th</sup> Floor  
Las Vegas, NV 89101

Commissioner Chip Maxfield  
Clark County Commissioner  
500 S. Grand Central Pkwy  
Las Vegas, NV 89155

Councilman Gary Reese  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Commissioner Lynette Boggs McDonald  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

Councilman Lawrence Weekly  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Phil Swain  
Moapa Business Council  
P.O. Box 340  
Moapa, NV 89025

Councilwoman Lois Tarkanian  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Richard Arnold  
Executive Director  
Las Vegas Indian Center  
2300 W. Bonanza  
Las Vegas, NV 89106

Councilman Michael Mack  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Gloria Hernandez  
Las Vegas Paiute Tribe  
One Paiute Dr.  
Las Vegas, NV 89106

Susan Klekar  
Division Administrator  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

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5820 S Pecos Road, Suite 400  
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P. O. Box 10  
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4701 N. Torrey Pines  
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Burlingame, California 94010

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1111 Broadway, Suite 1200  
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600 S. Grand Central Parkway  
Las Vegas, Nevada 89106-4512

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P. O. Box 19777  
Las Vegas, Nevada 89132

Nevada Power Company  
P. O. Box 230  
Las Vegas, Nevada 89151-0001



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P. O. Box 98510  
Las Vegas, Nevada 89193-8510

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Department of Motor Vehicles  
Office of Traffic Safety  
555 Wright Way  
Carson City, Nevada 89711-0999

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400 Stewart Ave., 10<sup>th</sup> Floor  
Las Vegas, NV 89101

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Carson City, Nevada 89706-0896

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City of Las Vegas  
400 Stewart Ave., 10<sup>th</sup> Floor  
Las Vegas, NV 89101

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Carson City, NV 89710

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Nevada Environmental Coalition Inc.  
10720 Button Willow Drive  
Las Vegas, Nevada 89134

Yvonne Atkinson Gates  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

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Las Vegas, NV 89101

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Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

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Las Vegas, NV 89101

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Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

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City Manager  
Douglas Selby  
400 Stewart Ave., 8<sup>th</sup> Floor  
Las Vegas, NV 89101

Commissioner Chip Maxfield  
Clark County Commissioner  
500 S. Grand Central Pkwy  
Las Vegas, NV 89155

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City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Commissioner Lynette Boggs McDonald  
Clark County Commissioner  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

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Councilman Lawrence Weekly  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Phil Swain  
Moapa Business Council  
P.O. Box 340  
Moapa, NV 89025

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Councilwoman Lois Tarkanian  
City of Las Vegas  
400 Stewart Ave., 10th Floor  
Las Vegas, NV 89101

Richard Arnold  
Executive Director  
Las Vegas Indian Center  
2300 W. Bonanza  
Las Vegas, NV 89106

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Las Vegas, NV 89101

Gloria Hernandez  
Las Vegas Paiute Tribe  
One Paiute Dr.  
Las Vegas, NV 89106

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Carson City, NV 89710

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Nevada State Clearinghouse  
Dept. of Administration  
Capitol Complex  
Carson City, NV 89710

Clark County Library  
833 N. Las Vegas Blvd.  
Las Vegas, NV 89101

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Nevada State Clearinghouse  
Dept. of Administration  
Capitol Complex  
Carson City, NV 89710

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833 N. Las Vegas Blvd.  
Las Vegas, NV 89101

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Carson City, NV 89710

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833 N. Las Vegas Blvd.  
Las Vegas, NV 89101

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Nevada State Clearinghouse  
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Capitol Complex  
Carson City, NV 89710

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

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Capitol Complex  
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Capitol Complex  
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Capitol Complex  
Carson City, NV 89710

Nevada State Clearinghouse  
Dept. of Administration  
Capitol Complex  
Carson City, NV 89710

Clark County Library  
833 N. Las Vegas Blvd.  
Las Vegas, NV 89101

Nevada State Clearinghouse  
Dept. of Administration  
Capitol Complex  
Carson City, NV 89710

Clark County Library  
833 N. Las Vegas Blvd.  
Las Vegas, NV 89101

Andrea Sloter  
Environmental  
Parsons  
840 Grier Drive, Ste. 11  
Las Vegas, NV 89119

Jim Caviola  
Project Manager – Parsons  
840 Grier, Ste. 140  
Las Vegas, NV 89119

Chad Anson  
Deputy Project Manager  
840 Grier, Ste. 140  
Las Vegas, NV 89119

Tamra Ryan  
Public Outreach – Parsons  
1640 Alta Drive, Ste. 11  
Las Vegas, NV 89106

Jeffrey Hale  
Project Manager, NDOT  
1263 S. Stewart Street  
Carson City, NV 89712

Mary Martini  
District Engineer  
Nevada Dept. of Transportation  
123 E. Washington Ave.  
Las Vegas, NV 89101

Martyn James  
RTC  
600S. Grand Central Pkwy  
Ste. 350  
Las Vegas, NV 89106

Elizabeth Pierro  
Clark County Public Works  
500 S. Grand Central Parkway  
Ste 2001  
P.O. Box 554000  
Las Vegas, NV 89155-4000

Paulette Carolin  
RTC  
600S. Grand Central Pkwy  
Ste. 350  
Las Vegas, NV 89106

Teresa Arnold AICP  
McCarran Airport  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, Nevada 89111-1005

Jeff Lerud  
Traffic Analysis  
Nevada Dept. of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712

Andrew Soderborg  
Federal Hwy. Administration  
705 N. Plaza St., Ste. 220  
Carson City, NV 89701

Ed Miranda  
Nevada Department of Transportation  
123 E. Washington Ave.  
Las Vegas, NV 89101

Fidel Calixto  
RTC  
600S. Grand Central Pkwy  
Ste. 350  
Las Vegas, NV 89106

Mike Lawson  
NDOT  
1263 S. Stewart Street  
Carson City, NV 89712

Ken Lambert  
Clark County Public Works  
500 S. Grand Central Pkwy  
Ste 2001  
P.O. Box 554000  
Las Vegas, NV 89155-4000

Neill Barrick  
RTC  
600S. Grand Central Pkwy  
Ste. 350  
Las Vegas, NV 89106

Jeff Steinmetz  
Project Manager  
BLM  
4701 N. Torrey Pines Drive  
Las Vegas, NV 89130

Richann Johnson  
City of Las Vegas  
Office of Business Development  
400 Stewart Avenue  
Las Vegas, NV 89101

Rudy Malfabon  
Deputy Director Las Vegas  
Nevada Dept. of Transportation  
123 E. Washington Ave.  
Las Vegas, NV 89101

Jeff Bingham  
NEPA – Parsons  
2201 Dupont Dr., Ste. 200  
Irvine, CA 92612

Ted Bendure  
Environmental Program Manager  
Federal Highway Administration  
705 N. Plaza Street, Suite 220  
Carson City, NV 89701

Daryl James  
NDOT Environmental  
1263 S. Stewart Street  
Carson City, NV 89712

Jeff Lerud  
NDOT  
1263 S. Stewart Street  
Carson City, NV 89712

Mike Hand  
Clark County Public Works  
500 S. Grand Central Pkwy  
Ste 2001  
P.O. Box 554000  
Las Vegas, NV 89155-4000

Denis Cederburg  
Clark County Public Works  
500 S. Grand Central Pkwy  
Ste 2001  
P.O. Box 554000  
Las Vegas, NV 89155-4000

Mike Loghides  
McCarran Airport  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, Nevada 89111-1005

Robert Herr  
Division Manager  
City of Henderson  
P.O. Box 95050  
Mail Stop #1011  
Henderson, NV 89009-5055



**APPENDIX B**  
**COMMENTS AND RESPONSES**



## COMMENTS AND RESPONSES

A public information meeting was held on May 5, 2005. Comments and responses are summarized for this meeting, followed by verbatim copies of the comments and letters received.

### Public Comments

- A-1 William Bagley
- A-2 Sallie Clinard
- A-3 Judith Gray
- A-4 Bonnie Kopf
- A-5 Ed Kopf
- A-6 Randy Kopf
- A-7 George A. Olcott
- A-8 Theresa Poirier
- A-9 Shirley Ryan
- A-10 David S. Sharpe
- A-11 Lillian Silverstein
- A-12 Steve Small
- A-13 Charles D. Troiano

### Agency Comments

- B-1 U.S. Department of Transportation, Federal Aviation Administration
- B-2 U.S. Department of Homeland Security, (FEMA)
- B-3 Southern Nevada Water Authority

**Table B-1  
Response to Comments**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
A-1	Mr. Bagley represents the property owner at Dean Martin Drive (formerly Industrial Road) and Russell Road. The property owner is concerned about potential right-of-way (ROW) impacts.	As described in Section 2.3.4, ROW would not be needed at this location.
A-2	Ms. Clinard expressed concerns regarding Blue Diamond Road and Dean Martin Drive, extending Decatur Boulevard over the Union Pacific Railroad (UPRR) tracks, and adding a left-turn signal at Warm Springs Road and Dean Martin Drive.	The Nevada Department of Transportation (NDOT) is constructing a new interchange at Blue Diamond Road and Interstate Highway 15 (I-15). As part of this project, improvements would be made to the Blue Diamond Road/Dean Martin Drive intersection, and the Warm Springs Road/Dean Martin Drive intersection. Clark County is planning improvements to Decatur Boulevard at the UPRR crossing.
A-3	Ms. Gray expressed support for the proposed interchanges as part of the project.	Thank you for your support.
A-4 – A-6	The Kopf family expressed concern about the Pebble Road interchange. The area is a rural residential area, and an interchange would harm their neighborhood.	Pebble Road is proposed as an overpass instead of an interchange (see Section 1.3.1).
A-7	Mr. Olcott expressed concerns regarding construction delays for the Blue Diamond Road and Silverado Ranch Boulevard projects. Mr. Olcott also expressed his opinion that an interchange is not needed at Pebble Road, construction would be limited to daytime hours, impacts to air quality and noise, Southern Nevada Supplemental Airport, improvements to Las Vegas Boulevard, and crime.	Construction is underway for the I-15/Blue Diamond Road interchange and related improvements. Construction of the Silverado Ranch Boulevard interchange began in summer 2006. Previous planning documents identified the need for a potential interchange at Pebble Road; however, after further analysis, an overpass is now proposed (see Section 1.3.1). If this project is approved, mitigation measures for construction noise will be addressed in the contract documents, which will require the contractor to submit a noise control plan (see Section 2.5.3). Air quality hot spot and mobile source analyses were prepared indicating no exceedances of air quality standards (see Sections 2.4.2 and 2.4.3). The Southern Nevada Supplemental Airport is under separate environmental review by Federal Aviation Administration (FAA) and will address surface transportation needs of the facility.
A-8	Ms. Poirier requested that a traffic signal be installed at Wigwam Avenue and Las Vegas Boulevard South due to safety concerns.	A traffic signal would be installed at Las Vegas Boulevard South and Wigwam Avenue as part of the proposed project.



**Table B-1  
Response to Comments**

<b>Comment Number</b>	<b>Comment</b>	<b>Response</b>
A-9	Ms. Ryan requested that a traffic signal be installed at Wigwam Avenue and Las Vegas Boulevard South due to safety concerns.	A traffic signal would be installed at Las Vegas Boulevard South and Wigwam Avenue as part of the proposed project.
A-10	Mr. Sharpe stated that Silverado Ranch Boulevard, Pebble Road, Spencer Street, and Maryland Parkway should be completed before new projects are started.	Construction on the Silverado Ranch Boulevard interchange began in summer 2006. Clark County will continue to improve local streets in accordance with their master plan.
A-11	Ms. Silverstein requested that a traffic signal be installed at Wigwam Avenue and Las Vegas Boulevard South due to safety concerns.	A traffic signal would be installed at Las Vegas Boulevard South and Wigwam Avenue as part of the proposed project.
A-12	Mr. Small commented on McCarran and the proposed Ivanpah airports in regards to air quality attainment standards.	See Section 2.9.3 for information regarding the proposed Southern Nevada Supplemental Airport.
A-13	Mr. Troiano stated his preference for a mass transit system instead of roadway improvements to I-15 and concerns about interchange spacing.	The Regional Transportation Commission of Southern Nevada (RTC) is analyzing a proposed mass transit system within the Las Vegas Valley (see Section 2.9.3). The proposed interchanges meet FHWA's interchange spacing criteria for urban freeways. The reason a potential Pebble Road interchange was eliminated from further consideration was because of inadequate interchange spacing (see Section 1.3.1).
B-1	U.S. Federal Aviation Administration (FAA) stated no comments regarding impacts to Las Vegas McCarran International Airport and would like to continue correspondence regarding proposed surface transportation improvements.	NDOT will notify FAA of future surface transportation projects potentially affecting their facilities.
B-2	The Federal Emergency Management Agency (FEMA) stated that any development must comply with the requirements of their respective Flood Damage Prevention Ordinances.	NDOT will comply with all federal requirements regarding protection of designated floodway and floodplain areas.
B-4	Southern Nevada Water Authority (SNWA) requested that plans be submitted to SNWA Development Plan Review office for review to determine any relocation requirements needed for SNWA facilities.	NDOT will comply with all local requirements regarding water utilities. Plans will be submitted to SNWA as requested.



1 William H. Bagley  
2 Redneck Enterprises, LLC  
3 7361 Prairie Falcon Road  
4 Suite 110  
5 Las Vegas, NV 89128

6  
7 MR. BAGLEY: I'm William Bagley,  
8 representing Redneck Enterprises, LLC, who is  
9 representing Tharaldson Development Company out of  
10 Fargo, North Dakota. They have a project at  
11 I-15/Russell Road interchange and their concern is  
12 that when NDOT is working with their environmental  
13 study and future development for obtaining 14 lanes  
14 of travel on I-15, that it will not impact their  
15 property, which is west of Industrial Road and south  
16 of Russell Road centerline.

17 They want to make sure that they will  
18 not lose any of their property to either the state  
19 or the county. Their concern represents the fact  
20 that they have major development south of Russell  
21 Road centerline, being the Holiday Inn, the Express,  
22 the other hotels that are presently there. They're  
23 in the process of a timeshare project and they want  
24 to make sure there are no major impacts.

25 My telephone number is local,

CSR ASSOCIATES OF NEVADA, LLC  
Las Vegas, Nevada (702)382-5015

1 (702) 228-0037, and I can certainly give  
2 Tharaldson's telephone number in Fargo if necessary  
3 to make contact with me. I am representing them.

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## Comment Form

### Potential Transportation Improvements I-15 Corridor from Tropicana Avenue to Sloan Road

Name: Sallie Clinard  
Address: 4455 W. Ford  
Las Vegas NV 89139  
Phone: 702-270-3750

1. Please identify any construction or corridor improvement issues you feel have not been adequately addressed.

Please, for God's sake, make Blue Diamond and  
Industrial your highest priority. It is  
grid lock now. Move up the schedule if possible!  
Can Decatur be extended over the tracks  
north to carry some traffic

2. Please provide us additional comments regarding construction and corridor improvements.

A left turn signal is needed at Warm  
Springs and ~~East~~ Industrial. The new signal at  
Decatur and Blue Diamond has changed the traffic flow  
and much more traffic goes east/west on Warm  
Springs thru the Industrial intersection

1 Judith Gray  
2 Enterprise Library  
3 25 East Shelbourne Avenue  
4 Las Vegas, Nevada

5  
6 MS. GRAY: You can either give the  
7 library as my address, because I'm the branch  
8 manager. And I've heard of the overpass down, you  
9 know, giving access back and forth from  
10 Southern Highlands and I had heard Silverado Ranch,  
11 but I'm gratified to see that there's going to be  
12 even more overpasses and access to give people  
13 access to both sides of I-15.

14 And looking forward to Blue Diamond Road  
15 getting re-routed and widened. I've been stuck in  
16 traffic going across the bridge before, and it will  
17 be wonderful not to be -- well, I guess there always  
18 would be a chance you'll be stuck in traffic, but  
19 it's really good.

20 Windmill. The intersection at Windmill  
21 and Las Vegas Boulevard, I love the way the turn  
22 lanes are set so that you can see traffic oncoming,  
23 you know, regardless of which lane you're in. And  
24 the only thing is, is if a car goes too far or  
25 doesn't go far enough, you don't get the left turn

1 signal, and then you have to sit and wait and wait  
2 and wait maybe through a couple of lights if there's  
3 a lot of people waiting to turn. Can something  
4 about that be done so that regardless of whether the  
5 car comes -- stops in exactly the right place or has  
6 gone beyond the right place, you'll still get the  
7 left turn signal?

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1 Bonnie Kopf  
2 8979 South Industrial Road  
3 Las Vegas, Nevada  
4

5 MS. KOPF: I'm Bonnie Kopf, their  
6 daughter-in-law. And I just don't think it's a  
7 really great location for an interchange because it  
8 would harm our neighborhood, I think. And I just  
9 don't think the traffic is going to that location.  
10 There are only a few houses there. The traffic is  
11 really going to Southern Highlands. And if we could  
12 get those people who are going to Southern Highlands  
13 to exit further down, it would definitely help our  
14 rural neighborhood in that area. And that's a more  
15 direct route for the Southern Highlands people  
16 anyway.

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1 Ed Kopf  
2 8945 South Industrial  
3 Las Vegas, Nevada  
4

5 MR. KOPF: Our family owns eight houses  
6 in the area. There's no way my mom and dad can come  
7 because they are both elderly and sick. And none of  
8 the family really thinks that an off-ramp there is a  
9 good idea because of the rural setting. There's  
10 houses right there. It would cost the county a lot  
11 of money to buy up the houses. There's already  
12 speculators there trying to get the houses, thinking  
13 they're going to make a lot of money selling them to  
14 the county. And it's just a big expense to the  
15 taxpayers to put that there for the amount of  
16 traffic that would be in the area, especially after  
17 other off-ramps are put in down south further to  
18 alleviate a lot of the traffic. So we just don't  
19 think it's a good idea.

20 I think that's all. Thank you.

21 ///

22

23

24

25

1 Randy Kopf  
2 8945 South Industrial  
3 Las Vegas, Nevada  
4

5 MS. KOPF: I would like to say that the  
6 potential Pebble Road off-ramp, I would be against  
7 it. The area is very rural and I don't think the  
8 traffic would demand it, an off-ramp at Pebble Road.  
9 I'm all for the off-ramp at Silverado Ranch, but I  
10 really feel that the Pebble Road and Industrial  
11 area, I don't think it -- or I-15 area, doesn't  
12 qualify for an off-ramp at that area. It's too  
13 rural. That's my comment.

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19/5/20

**To: Daryl N. James, P.E.**  
**Chief Environmental Services Division**  
**Nevada Dept. of Transportation**  
**1263 S., Stewart St.**  
**Carson City, NV**  
**89712**

**Reference: Intent to study**  
**Interstate 15 South**  
**Las Vegas, NV**

**EA 73215**

Dear Sir and interested parties:

It is unfortunate that I was unable to attend the public presentation at the Enterprise Library on 5 May, 2005 regarding this issue. I'm sure many of my questions would have been answered. This on-going study is obviously complex, and some outside observations may be in order. My residence is about 400 ft. West from the center of I-15, 1.5 mi. South of Blue Diamond Rd. (Hwy 160) so knowledge of the I-15 South corridor is by personal observation over an 11 year period, 1994 to present. There are weekly newspaper and TV news articles Alluding to this or that road or elevated guide rail projects that might be built with suggestions of routes, etc.

**In a radius of 2 miles**, the most important short time impact issues affect my immediate neighborhood. Current construction and follow-thru for various on-going related projects seem well behind schedule.

The I-15/Windmill interchange upgrade seems stalled and the I-15/SilveradoRanch (Gomer Ave.) interchange is still barely started. Earlier suggestions were that the Silverado Ranch interchange construction was to be completed in March-April 2005 ahead of the Windmill interchange. Various sources suggest NDOT delayed making necessary decisions regarding the state highway 160 Blue Diamond Road improvements. These decisions supposedly must be in place before any interchange is to be constructed. Some parties claim it is the result of funding shortages, with the Feds delaying the release of funds. Others cite technical and right of way problems.

One interesting injection into this process is the repeated need in various land use plans and Clark County RTC documents is the near time need for a Pebble Ave. freeway interchange at I-15. It is a possible that a future 100 ft. right-of-way section line thoroughfare, passing thru quiet neighborhoods with low density housing, and ending at Blue Diamond Rd. to the west maybe very premature. Maybe later in the overall development plan, it may be appropriate. The priority at the present need seems to be low. The Pebble interchange, if built will be located very close to the on/off ramps of the Windmill Rd. I-15 interchange. Sofar, the 30 year life of dwellings in a low density housing area seems to be holding, with newer properties, mostly up-scale being built in the area. into low density zoned housing in a

Rural Neighborhood Preservation (RNP) area. Zoning seems to be changing at every 5 year land plan update in the local township. The push to develop property in the vicinity of Valley View Blvd. is obviously in these plans to assure that land will be developed for highest density commercial use and tax exploitation. The Pebble Rd.-I-15 interchange would fit into that scenario.

The short range implications of more construction on I-15 will be unsettling for homeowners here on both sides . The noise of construction vehicles all night again will be anticipated. **I hope that widening or re-construction be done only in daylight hours, between 7:00 AM and 3:30PM.**

The increase of traffic noise on I-15 in our area may have to be mitigated with sound walls. We are in an area where Clark County is very concerned with aircraft landing/take-off zones and accompanying noise levels. Even the zoning is skewed towards enforcing homeowners to conform to a 65 decibel limit on audible aircraft noise, and that's inside a dwelling. I-15 traffic is increasing by the month here. **I would suggest an immediate audio level survey of adjacent areas within the expected corridor protective area be instituted.**

**In my 5 mile radius area, which contains Industrial Rd.(shortly to be known as Dean Martin Dr.) a 'frontage road,' is an over utilized patch of asphalt 24 ft. wide serving thousands of daily commuters (mostly to/from the Southern Highlands Master Planned Community) that will have 18,000 residents at full build-out. Heavy North-South traffic parallel to I-15 on Industrial Rd. connects to I-15 via Blue Diamond Rd(State route 160) The Clark County Commission would like this present "frontage road" to be widened to 100 ft. There will be chaos immediately on this route if 100 ft. widening occurs. The actual right-of-way width is barely 70 ft. wide in some places.** A number of custom homes, with at least a 30 year life left will have to be razed or moved.. An alternative to this situation, is to pave Valley View Blvd. and connect it to Blue Diamond Rd. at the North end for the time being, and Cactus Ave.at the South end. In the 30 year future, where Industrial Rd./Dean Martin Dr. would eventually become a full service frontage road as Dean Martin Dr. then the legitimate expansion for *Tourist Commercial* zoning, serving hotel properties on the South strip will be more of a reality.

The present apparent intention of up-grading the Industrial Rd. intersection with Blue Diamond Rd. and the I-15/Windmill Rd. freeway interchange seems to be a band-aid. The intersection up-grade will be very close to the Valley View Blvd. intersection there which will be needed to connect North-South traffic that will be coming in large numbers over the I-215 viaduct when the up-grade on Valley View Blvd. will require an open right-of-way as straight as possible, North-South.

As far as I-15 is concerned, it seems that widening projects have been on-going for years. As of five years ago, I-15 was at times already incapable of handling peak tourist traffic going southbound from the I-215 interchange south to the present Sloan Interchange. This is because of several reasons. The first is that peak traffic occurs mainly on holiday weekends, especially on Sundays. On ordinary weekends, southbound lanes are very busy, but seem adequate for typical heavy flow as of now. As new mega-hotel casino properties come on

line in the "commercial tourist" development corridor, then it will be holiday weekend like traffic every day, at least during normal commuting hours. Another significant problem is that when a vehicle accident occurs, especially a major one, emergency vehicles are impeded, causing probable time delays and loss of life. Air evac Medical ambulances can't always fly, and many places have no landing sites.

Right now, there seems to be very little local traffic between the I-15/Blue Diamond Rd. interchange and the I-15 / state route 146 (St. Rose Parkway) interchange. There are no exits or entrances on I-15 for a 5 mile stretch along Industrial Rd.. Locals mostly use Las Vegas Blvd and Industrial Rd./Dean Martin Dr. as alternates. I-15 South has inadequate safety situation capability to the California state line on certain days, but mainly weekends. I-15 inside the "Titus ring" presently has only one new lane space available in each direction for expansion in the present right-of-way. Providing those 2 new lanes will help, but it is not a long term solution.

Limiting private vehicles to certain lanes because of preferential occupancy doesn't seem anything but convenience for those willing to pay extra for toll lanes. If lane space was unlimited, good idea, but having a toll lane where there should be free flow traffic doesn't solve the density problem satisfactorily. I've seen them in L.A. (one of 5 areas that have them in the U.S.) They are mostly empty even during peak traffic density times.--As far as trucks go, there are so many now, that there is insufficient total capacity on I-15 to provide a "trucks only" lane.

This I-15 South study has to address another issue. In 10 years, there will be an airport in Ivanpah Valley. I recommend consideration of up-grading Las Vegas Blvd. South, state route 604, to provide alternate long term traffic access to/from Las Vegas to the new airport. Also, the new airport should serve as an important south terminus for a guided rail system with Las Vegas Blvd. being part of the right-of-way for that project. The guided rail system could be located in the middle of the right-of-way on Las Vegas Blvd. A connect to Primm on the state line could be connected using an extension of its guided rail system. Inside the "Titus ring" in the Las Vegas valley--the Ivanpah airport access would have to eventually connect to whatever guided rail system is needed to interconnect with the Strip properties and perhaps McCarran Airport. Looking further ahead, a right of way and inter-connect should be planned at the Nevada-California state line to accommodate the future guided rail system to serve yet unknown locations in Southern California.

There is potential bottleneck problem incoming and exiting ground traffic to/from the Las Vegas Valley within the Titus ring. If Las Vegas Blvd. route 604 is used as a corridor to the new airport at Ivanpah Valley, then a split of traffic would be required at the entrance to Las Vegas Valley at the "Gateway." Presently there is lots of room at both ends of the route, but private developers have gobbled up property for speculation near and around the new proposed St. Rose Parkway/ Starr Ave. interchanges. To avoid this may require up-grading the Sloan interchange to help divert/accept the new airport traffic so that tourist traffic may bypass directly to the present Las Vegas Strip area North of Russell Rd.. Right now, the surrounding properties at the Sloan interchange seem to be in a holding pattern, with no visible up-scale development underway.

A guided railway as it enters the Las Vegas valley near/on route 604 should be planned ahead to serve as many persons as possible. The current projection shows as many as 13 hotel casinos with 3000 rooms each could be constructed in the resort corridor South of I-215 to the Enterprise township border at the Titus ring. This new anticipated traffic is estimated roughly at 17,000 cars at build-out. This doesn't include potential construction and traffic resulting of high-rise condominium projects that may be built also.

The population of my township of Enterprise had 6600 residents when we moved here in 1994. We're now approaching 80,000. This indicates the magnitude of growth and traffic here. Whatever growth is ahead will be affected by freeway and major interconnecting Highways and streets

More consideration of resort property development and access on Las Vegas Blvd South as it rapidly develops needs to be addressed. Turn-outs and adequate driveways to large properties needs to be enforced. So many exceptions have been allowed because they have been overlooked, or deliberately avoided in design reviews that soon, Las Vegas Blvd. South will be bogged down with cross traffic tie-ups, much like it is on the present Las Vegas strip. The integration of ground vehicle traffic and a guided railway system should be planned now. Each hotel-casino property should be given the responsibility of accommodating guided rail loading stations for the future. Taxi-cabs won't be able to handle our tourist movement problem, nor will our air standards be in compliance.

The I-15/I-215 South interchange vicinity has no provisions for guided rail ingress-egress. That is, to accommodate guided rail traffic, it would have to go over existing interchange and cross I-215 with a specialized bridge.

The need for an on/off ramp at Bermuda Rd. on I-215 could be a problem if one wants to provide an Eastbound on ramp on I-215 that goes beyond the airport tunnel access. This need sounds like it's developer driven.

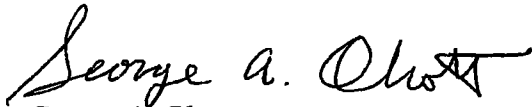
As regards a 2<sup>nd</sup> beltway in addition to I-215, I can only address the problem at the South end of the Las Vegas Valley. The Starr Ave.interchange might be part of this project. A study of open land in the Southern Highlands development will reveal a build able corridor thru that area. As to the Western access, merging with I-215 on/near Durango Rd. may be the most useful route. An Eastern inter-connect will be a major problem. Land acquisitions on this project East of Starr Ave. and the highway 146 interchange would have to be negotiated with the City of Henderson as to possible routes, if any exist.

As for human environmental considerations, the major environmental hazards in our area seem to be dust, but the auto emissions situation is potentially serious. Those of us living near the I-15 freeway certainly have increased risks for various carcinomas and airborne lung diseases. As traffic increases, these risks increase, even with increased reductions of air pollution abatement measures.--Other facets as high injurious noise levels, suggested earlier at 65 decibels or greater, may be more harmful than revealed now, depending on what medical authority is consulted..

Almost immediately, I predict a large increase in home break-ins in the 2 and 5 miles radius areas adjacent. Bars on our doors and windows will appear soon after the deployment of the Silverado/I-15 interchange. The incursion of convenience stores and other low end businesses will creep across the freeway, with the problems of non-resident persons and their unpredictable behavior. Our theft and property damage increases will be un-preventable and reflected in higher insurance rates. Our whole zip code area will be downgraded as a desirable place to live. A talk with any reliable mortgage company will confirm this. A new high profile police patrol routine and perhaps a substation will be need to cope with this problem. It is also likely that there will be crimes against persons with injuries and worse, requiring additional emergency vehicle traffic and possibly a need for a local medical facility to handle the additional human misery. There will also be a likely degradation of the quality of life and the gradual loss of property values as a semi-rural living area becomes an un-regulated property use neighborhood. Violations of zoning laws, such as high density rental of single family homes without supervision are the first steps of decay to an ultimate blighted area.

These are some thoughts pertinent to the I-15 South up-grades and possible action. It seems we citizens don't really have a single planning agency available for such projects that has representative ombudsmen. Sometimes, it seems that just laying the roads down and building the connecting bridges looks easy, but integrating that with all the other inter-related needs is more than engineering science, it is a masterful art.

Thank you...



George A. Olcott  
3145 W. Serene Ave.  
Las Vegas, NV  
89139-8122

Improvement @ WW & LV Bl

Nevada Department of Transportation:

Regarding your notice of April 6th and the improvements and interchanges being considered for the area along Las Vegas Blvd. South between Sloan

Road and Frontage Road I have some reservations as the new interchanges planned will cause a serious impact to the traffic on Las Vegas Blvd. South. I am a resident at Paradise Trails on W. Wigwam Ave and we already have a serious traffic problem getting on to Las Vegas Blvd, especially if we

are making a left turn to go North on L.V. Blvd. There have been numerous accidents at the intersection of W, Wigwam & L.V. Blvd, one as recent as

last night. We desperately need a light signal at this intersection. There

are several apartment buildings on this Street (W. Wigwam). There are

many school children getting on school buses and trying to cross over to

the east side of the boulevard. I, myself have had several near misses as

cars going south on LV Blvd do NOT EVEN SLOW DOWN even though

there is a large flashing yellow light in front of one apartment building.

That light does not cause people to slow down in fact, many of them speed

up. It's a horrendous place to try to go across. I have a friend in the *Mobil*

~~HOME~~ *HOME* Park that was a victim of a careless driver trying to pass her on

the right. She was in a coma for 5 days at UMC and no one even knew she

was injured. The hospital called her home & left messages on her answering

machine to no avail as she lives alone. It was only when she came out of the



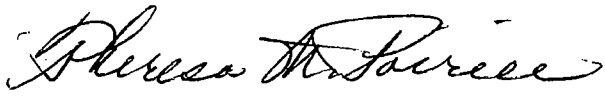
Improvement @ WW & LV BI

coma and called that anyone was even aware of the situation. There are numerous children in this area with 3 Apartment buildings and 2 Resort

Builings and someone needs to take notice of how dangerous it is at this

interection and if you add more interchanges, things will get worse unless a

working signal light is put in at this corner. PLEASE, someone take notice BEFORE A CHILD IS KILLED.



Theresa Poirier  
2485 W. Wigwam Ave.  
Unit # 73  
Las Vegas, NV, 89123

5-5-05

1 Shirley Ryan  
2 2485 West Wigwam, Unit 91  
3 Las Vegas, Nevada 89123

4 and

5 Theresa Poirier  
6 2485 West Wigwam, Unit 73  
7 Las Vegas, Nevada 89123

8

9 MS. RYAN: Okay. I'm very concerned  
10 about the traffic on Las Vegas Boulevard at Wigwam.  
11 We cannot get off of our street at times. I travel  
12 15 miles to go to work, and it takes me longer to  
13 get off my street than it does to travel the  
14 15 miles going to work.

15 And what can we do about a light? In  
16 1995, when the flashing yellow light was up, I was  
17 T-boned by a car that was supposedly making a right  
18 turn and ended up in intensive care for five days --  
19 for ten days and in a coma for five of those ten  
20 days. Now, I just -- I'm getting tired of it.

21 MS. POIRIER: And my concern is  
22 basically the same thing, okay, that we get a  
23 traffic light installed at West Wigwam and Las Vegas  
24 Boulevard due to the fact that there are at least  
25 one accident a week, if not more, on that corner.

1 There was one last night, and a pretty bad one,  
2 about 10:30.

3 MS. RYAN: And one three days before  
4 that.

5 MS. POIRIER: And, I mean, they have  
6 sand all over the right side of the road. The  
7 accident was pretty bad, from what I heard. My son  
8 came by. He said, "I never saw so many cars. I  
9 didn't think there were that many in Vegas." But  
10 anyway, that was just last night. But there are  
11 numerous accidents there.

12 And we have a lot of school children  
13 between the three apartment complexes that are  
14 there. Our mobile home park, there are a lot of  
15 elderly that have to get out and go across. Well,  
16 without the help of a light, okay, it's practically  
17 impossible to get out of there, and in a reasonable  
18 length of time. At least with a red light, you  
19 know, two minutes, tops, you know, that you are  
20 going to sit there. I mean, we sit there five, ten,  
21 fifteen minutes because the traffic just doesn't  
22 slow.

23 So I'm more concerned about the impact  
24 that all these extra things coming onto  
25 Las Vegas Boulevard is going to create.

1 MS. RYAN: Extra off-ramps.

2 MS. POIRIER: Right. And it's going to  
3 make the traffic even that much heavier. And  
4 they're trying to claim that the light at  
5 Warm Springs and the light at Pebble is enough, that  
6 we should be able to get a clearance when those  
7 lights are in. Well, you know what? It doesn't  
8 happen, because you got cars pulling out here, you  
9 got cars pulling out one, two, three different  
10 spots, and they're still headed for you.

11 The normal flow of traffic that comes  
12 down Las Vegas Boulevard right at that big flashing  
13 yellow -- it's a four-thing that turns yellow,  
14 flashes constantly -- they don't even slow down. So  
15 the yellow light is useless. You know, if they put  
16 a cop out there, trust me, that wants to write  
17 tickets --

18 MS. RYAN: They say Metro or  
19 Las Vegas -- Las Vegas police can't do anything  
20 about it because it's a state highway,  
21 Las Vegas Boulevard.

22 MS. POIRIER: It belongs to the state.

23 MS. RYAN: Put some Nevada, NHP, a  
24 couple of them, they could be -- this state would be  
25 the richest state in the union with the tickets

1 they'd give out just at that light. Nobody ever  
2 slows down there. Nobody. I mean, 15 miles an  
3 hour, if you're lucky.

4 MS. POIRIER: And when I slow -- because  
5 when I come down that way and I slow down, cars  
6 behind me are beeping at me because I've slowed  
7 down. The drivers are horrendous.

8 MS. RYAN: Yeah, this is a city that you  
9 can't drive the speed limit in because so many  
10 obnoxious drivers would just as soon point a gun at  
11 you and shoot you with all these -- with this road  
12 rage because you're holding them up.

13 MS. POIRIER: It's a bad situation, and  
14 I don't want to see it get worse. That's my only  
15 thing. I have no objection to what they want to do,  
16 but in the process, we definitely, in our spot,  
17 should get a light. And I don't know about other  
18 areas. I'm sure there's other areas that suffer the  
19 same thing that we do. But with the number of  
20 people that are coming out of there -- between three  
21 apartment buildings, our mobile home park, and two  
22 resort complexes on either side -- there are a lot  
23 of people that use that street and there should be a  
24 light there.

25 MS. RYAN: Yeah. We're not being

1 unreasonable asking for either that or a -- see,  
2 when I complained, when I called Carson City and  
3 told them about the -- to give us a four-way stop,  
4 they said it's not going to stop them, it's not  
5 going to help them. The only thing that would help  
6 them would be a light. And you know what he told  
7 me? "Unfortunately, I hate to say this, but it  
8 probably would take a young child to get killed  
9 before they hopped on it."

10 MS. POIRIER: That's sickening, isn't  
11 it?

12 ///

13

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25

David S. Sharpe  
2700 W Richmar #120  
Las Vegas NV 89123

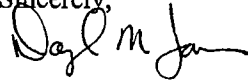
Comments or questions regarding the proposed project may be addressed to Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, phone (775) 888-7013.

RECEIVED BY  
PARSONS

APR 22 2005

LAS VEGAS, NV

Sincerely,



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

Traffic is already  
ridiculous on Las Vegas Blvd,  
people on West side of LV Blvd  
have no other streets to get  
out on. I-15 already runs  
right passed my door, if you  
widen you'll be in my living room.  
Why don't you finish Silverado Ranch,  
Pebble, Spencer & Maryland Pkwy before  
you rip anything else up

1 Lyllian Silverstein  
2 2485 West Wigwam Avenue, No. 92  
3 Las Vegas, Nevada 89123  
4

5 MS. SILVERSTEIN: My biggest concern is  
6 the safety of the intersection of Wigwam and  
7 Las Vegas Boulevard. It is a horrendous  
8 situation -- traffic situation there, causing many  
9 accidents. It is a school crossing corner. There's  
10 an amber flashing light there which no driver pays  
11 any attention to. If a cop sat there, they could  
12 make a fortune with the speeders. I'm going to tell  
13 you something. The school buses speed. Everybody  
14 speeds there.

15 Now, in front of the Desert Sands  
16 apartment house, the road veers off a little bit and  
17 says "Right Turn Only," which gives us access into  
18 Wigwam, a right turn, but it also gives access into  
19 Desert Sands apartment complex. However, most  
20 people don't realize what it says, so they take that  
21 lane where I would be turning right and they go  
22 straight. So if I'm coming out at Wigwam, they're  
23 coming right into my car. I mean, thank God, touch  
24 wood, it hasn't happened. But because the street  
25 going south says "Right Turn Only," so they don't



1 make that right turn, they go straight.

2           So coming out of Wigwam, there have been  
3 terrible accidents. Now, I just heard there was a  
4 terrible accident last night or the night before. I  
5 don't remember now. So that's my biggest complaint.

6           When Paradise Road was first built,  
7 there was nothing out here: No Cancun, no Trend  
8 West, no Desert Sands. Desert Sands was a ballpark,  
9 a baseball park, and we were sitting there by  
10 ourselves and it was fine. But at the intersection  
11 they did put in -- what do you call them? -- the  
12 posts or the bases for streetlights, but they never  
13 installed the streetlights. They said that it  
14 wasn't warranted. Well, maybe it wasn't warranted  
15 then -- I'm giving you a page and a half -- but it's  
16 over-warranted now. That's my biggest complaint.

17           I mean, I can't -- I can hardly make a  
18 left-hand turn on Las Vegas Boulevard. Now, to  
19 protect my safety, I make a right-hand turn on  
20 Las Vegas Boulevard, and right down about a block or  
21 two there's a lane that says "Left Turn Only." So I  
22 make that U-turn/left-turn-only and then I go north  
23 on Las Vegas Boulevard. I don't go across anymore,  
24 and I don't advise anybody to.

25 ///

1 Steve Small  
2 8565 South Warbonnet Way  
3 Las Vegas, Nevada 89113

4  
5 MR. SMALL: Comment: Seeing as how the  
6 airport, McCarran, is designed to hit the 51 million  
7 passenger miles maximum build-out and that the new  
8 Ivanpah airport starts with a minimum design of  
9 51 million passenger miles and goes up to over 100  
10 before they need to split regional airport planning,  
11 that when -- if it starts at 51 and goes up instead  
12 of from zero as an adjunct to McCarran, it must be  
13 the planning that they are going to can McCarran  
14 because of the cost of the properties and in a  
15 nonattainment area of the Las Vegas valley --  
16 nonattainment area, or EPA, or dust, NOS, and ozone,  
17 nitrous oxides and dust, PM10, 2.5, PM10 of  
18 particulate matter at 10 micron and particulate  
19 matter at 2.5, the new standard.

20 When they move that and they start with  
21 the new Ivanpah airport, that throws a big hand  
22 grenade in all of this planning because McCarran,  
23 with 30 million passenger miles, will be cancelled.  
24 The only airport, based on a nonattainment area, to  
25 meet attainment is going to be the Ivanpah, and,

1 therefore, all of the transportation planning  
2 pertaining to the maximum loading of the existing  
3 McCarran when Ivanpah opens ruins all this master  
4 plan.

5 Thank you.

6 ///

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9/29

P  
6/3/05

copy to Jeff Hole

**Image Design Group, LLC.**

5575 San Palazzo court  
Las Vegas, Nevada 89141

April 30, 2005

1263 South Stewart Street  
Carson City, Nevada 89712

Dear Mr. James:

I am writing with regard to the "Potential Transportation Improvements to the I - 15 Corridor from Tropicana to Sloan Road".

I am a new resident to Las Vegas, purchasing a home 3 years ago in the Southern Highlands Master Plan Community. I had been a life long resident (56 years) of New York City and believe I can provide objective feedback on the proposed transportation improvements. I lived along the route of the infamous Long Island Expressway, often referred to, justifiably so, as the worlds longest parking lot. I endured 30 years of constant construction consisting of but not limited to , widening, HOV, longer on merge entrances, new overpasses, etc. The net result of these "improvements", which continue to this day, have been nothing, nada, bubkus. Regardless of how many lanes are added , traffic crawls along for hours each morning and evening. The conditions are even worse during inclement weather or traffic accidents and breakdowns. Billions of dollars have been spent to speed traffic to no avail. This is the result of monies spent in an area that has essentially lost population over the last 20 years.

I have always considered Las Vegas and extraordinary place and after being a visitor for over 30 years decided to make it my home after retirement. I am concerned that I am seeing the same ineffective answers to transportation needs that in my view added detrimentally to the quality of life in New York. New York has spent way too much money on roads and not enough on public transportation. I was a life long user of public transportation and it works. With the annual growth rate being experienced in Las Vegas there is not enough concrete in the world to build the roads to accommodate traffic. You need to develop effective mass transit to move people from the suburbs to their jobs. You need to move the airport out of the city to an outlying location and use light rail to transport tourists and visitors in a safe and efficient manner. You need to complete the beltway system before building new interchanges.

I will make one observation regarding the proposed interchanges at Sloan, Bermuda, Starr, Cactus and Pebble. In New York highway entrances and exits have been expanded so that in some cases not even a mile separates them. More interchanges slow traffic because of the constant jockeying for position to get on and off a highway. Certainly, the quality of life due to added traffic, noise, pollution, and safety will be adversely impacted.

I will give you an unbiased opinion of traffic from a person who uses Las Vegas roads throughout the day. After you eliminate traffic accidents, breakdowns, construction, and general driver stupidity, traffic is not all that bad. If you consider all of the high-rise communities planned on and off the strip, I would say you future problem is to move people around in a high density population area similar to

April 30, 2005

Manhattan. The subways although the topic of horror stories about crime (overstated) and cleanliness (correct, it can be filthy at times) is an efficient way to get around town.

I am sure there are intelligent and thoughtful opinions that shoot my position full of holes but take it from a person who lived in a city where all the money spent on new roads and interchanges would have been more wisely spent on maintenance and mass transit. Most important, do not be lulled to sleep by all manner of experts on transportation, their solutions are developed in a vacuum. I always wondered, while wasting away in what seem to be a never ending traffic jam, that the genius who had developed the traffic solution probably was never going to use the roadway in question and in fact probably did not own a car.

Thank you,

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles D. Troiano". The signature is fluid and includes a long horizontal flourish extending to the right.

Charles D. Troiano

of 5/16



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

P  
5/19/05

May 12, 2005

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

Dear Mr. James:

**RE: Proposed I-15 Interchange Improvements, Public Information Meeting  
Notice dated April 6, 2005**

Thank you for notifying our office of the proposed improvements for I-15 widening and interchange improvement projects. We have reviewed the project location for impacts to Federal Aviation Administration (FAA) programs related to aviation safety and efficiency for the Clark County Department of Aviation system of airports. We have no comments regarding impacts to the Las Vegas McCarran International Airport, Henderson Executive Airport, North Las Vegas Airport, or the Jean Airport at this time.

The FAA will continue to provide funding under the Airport Improvement Program (AIP) during the planning period covering calendar years 2005 through 2010. We ask that your office keep us on a mailing list to provide us with information for any proposed surface transportation improvements.

If you have any questions you may contact me at (650) 876-2778, extension 610.

Sincerely,

Joseph R. Rodriguez  
Supervisor, Environmental Planning and Compliance Section

9/6/05

U.S. Department of Homeland Security  
1111 Broadway, Suite 1200  
Oakland, CA 94607-4052



FEMA

P  
6/13/05

June 7, 2005

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

Dear Mr. James:

Re: Intent-to-Study, Interstate 15 South, Las Vegas, Nevada. EA 73215

This letter responds to your notice of Intent-to-Study the Interstate 15 corridor, in and around Las Vegas and Clark County, Nevada. Las Vegas and Clark County participate in the National Flood Insurance Program (NFIP). Any development within these two jurisdictions must comply with the requirements of their respective Flood Damage Prevention Ordinances. These ordinances regulate development within the high risk Special Flood Hazard Area (SFHA) and meet the minimum Federal requirements established in Volume 44, Code of Federal Regulations (44CFR).

Development is defined as, "any man-made change to improved or unimproved real estate, including but not limited to dredging, filling, grading, paving, excavation, or drilling operations or storage of equipment or materials." (44CFR, § 59)

The SFHA is shown on the Flood Insurance Rate Maps (FIRM) and are available at:

The City of Las Vegas:  
Land Development, Flood Control  
731 S. Fourth Street  
Las Vegas, NV 89101  
(702) 229-5266

Clark County:  
Community Development  
500 S. Grand Central Parkway  
Las Vegas, NV 89155  
(702) 455-4600

The proposed project must be reviewed determine:

1. If any part of the proposed project's elements are in an SFHA, as shown on the current FIRM. If so, then it must comply with the requirements of 44 CFR 60.3, and the applicable local floodplain ordinance.
2. If any part of the proposed project's elements are located within a delineated regulatory floodway. A hydraulic analysis must show that the project will not produce any rise to the existing Base Flood Elevation (BFE).

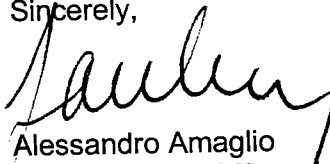
3. If the project results in any rise to the BFE or changes the boundaries of the floodplain, then the FIRM must be revised. Requirements for revising the FIRM are found at 44CFR § 65.12. These regulations include
  - a. Obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA prior to the start of any development that will cause any change to the floodplain boundaries, or any increase to the BFE within a floodway, or any alteration or relocation of a watercourse.
  - b. A request for a final Letter of Map Revision (LOMR) must be submitted to FEMA as soon as practicable, but no later than six months after the project's completion.

To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at [http://www.fema.gov/mit/tsd/dl\\_mt-2.htm](http://www.fema.gov/mit/tsd/dl_mt-2.htm)

The full text of 44 CFR may be found on the Internet at: <http://www.fema.gov/library/lib10.htm>.

If you have any questions or if I can be of further assistance you may reach me by telephone at (510) 627-7284, or you may contact the Region IX flood planner for Nevada, Ms. Sarah Owen at (510) 627-7050 or by e-mail at [sarah.owen@dhs.gov](mailto:sarah.owen@dhs.gov).

Sincerely,



Alessandro Amaglio  
Environmental Officer

AA/gpb

Cc: Robert Thompson  
Development Services  
500 S. Grand Central Parkway  
Las Vegas, NV 89155

Peter Jackson  
Senior Engineering Associate  
731 S. Fourth Street  
Las Vegas, NV 89101

Kim Groenewold,  
Nevada Dept. of Water Resources  
123 Nye Lane  
Carson City, NV 89704



May 2, 2005

P  
✓ 5/19/05

Project mgr \_\_\_\_\_

Nevada Department of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712

Development Plan Review  
Southern Nevada Water Authority  
1900 E. Flamingo Rd.  
Las Vegas, NV 89119

**Re: Intent-to-Study Interstate 15 South, EA 73215**

To Whom It May Concern:

In response to the letter dated April 6, 2005, the Southern Nevada Water Authority (SNWA) foresees potential impacts on our facilities. SNWA would prefer to have the following concerns addressed:

- At each impact location, show and label the SNWA pipeline and each appurtenance.
- Should any appurtenance require relocation as a result of your work, provide details of where the item will be relocated and the method by which it will be relocated.
- On each sheet that SNWA facilities are located, include enclosed SNWA construction note and signature block.

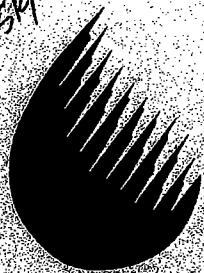
Dependent upon the type of work taking place in the vicinity of SNWA's facilities, further action may be required. Please submit the plans to the SNWA Development Plan Review office for review. Upon receiving the plans for this project it will be determined the extent of protection needed for SNWA facilities.

Enclosed are record drawings and a vicinity map of the potential impact areas for your use and information. Should you have any questions or concerns, please feel free to contact our Development Plan Review office at 862-3400.

Sincerely,

*Michael Dishari*  
Michael Dishari  
Acting Sr. Civil Engineer

cc: Dianja White



Southern Nevada  
Water Authority

**ENGINEERING DEPARTMENT  
RESOURCE DEPARTMENT**

1900 E. Flamingo Road  
Las Vegas, NV 89119

Main 702/862-3400  
Fax 702/862-3470

**BOARD OF DIRECTORS**

**Amanda M. Cyphers, Chair**  
Henderson Councilman

**Rory Reid, Vice-Chair**  
County Commissioner

**Andrea Anderson**  
Boulder City Councilman

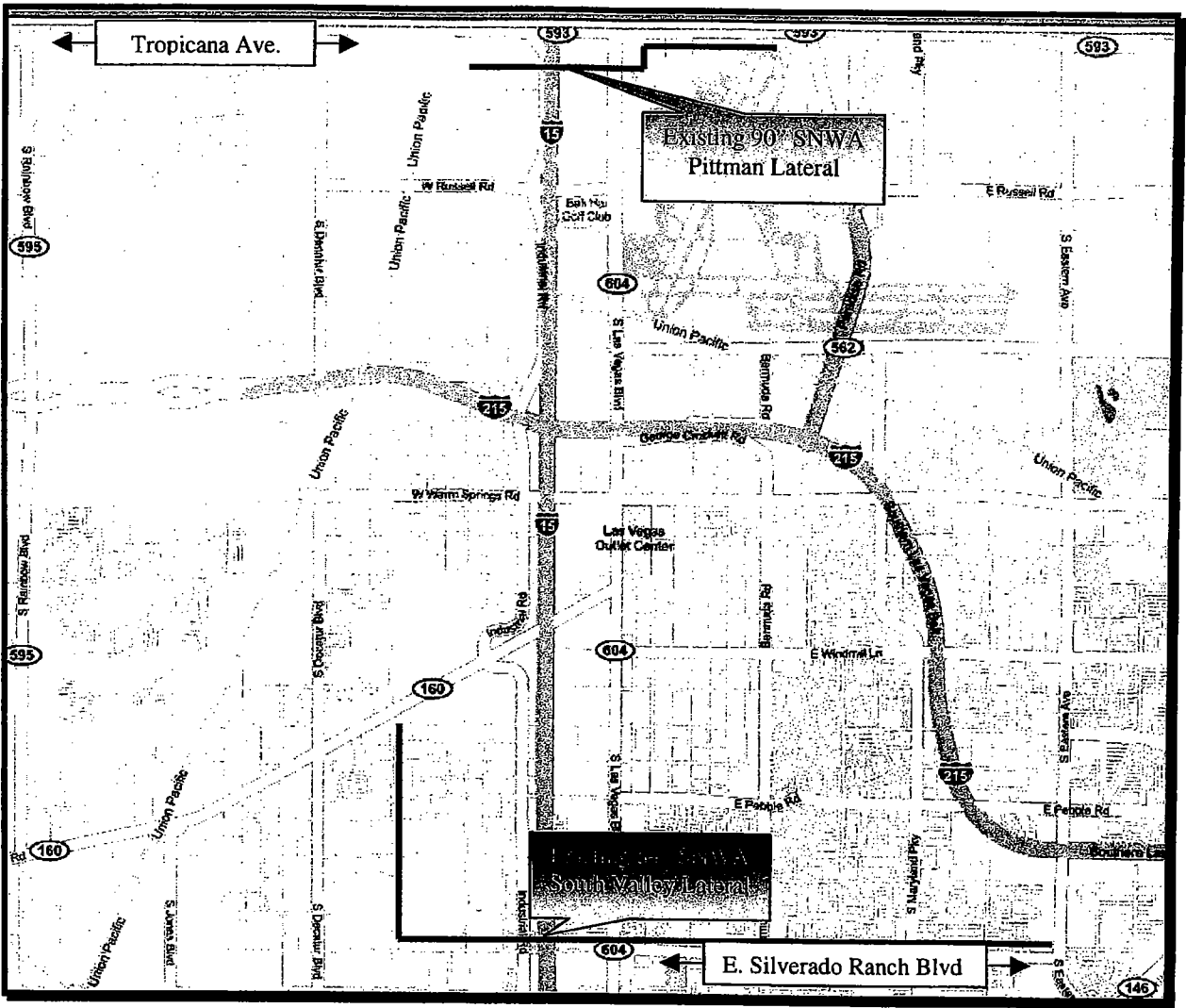
**Shari Buck**  
North Las Vegas Councilman

**Oscar Goodman**  
Las Vegas Mayor

**Lynette Boggs McDonald**  
County Commissioner

**Myrna Williams**  
County Commissioner

**Patricia Mulroy**  
General Manager



Existing SNWA Facilities Located Along South I-15 Corridor

**SOUTHERN NEVADA WATER AUTHORITY  
Development Plan Review**

---

**PLEASE ADD THE FOLLOWING INFORMATION  
TO YOUR DRAWINGS IF CHECKED:**

**SNWA CONSTRUCTION NOTES:**

- Contractor shall field locate and protect all SNWA/SNWS appurtenances including, but not limited to AV/AR, access manways and cathodic protection systems. All above ground structures and at grade structures must be adjusted to new grade at contractor's expense. Cathodic protection test stations, rectifiers, and AV/AR's must be relocated to the sidewalk per SNWA standards and at the contractor's expense. Contractor to **notify Southern Nevada Water Authority, Development Plan Review**, at (702) 862-3444 at least 48 hours **PRIOR** to construction activity
  
- No buildings, structures, fences or trees shall be placed upon, over or under the SNWA easement except that said parcel may be improved and used for street, road or driveway purposes and for other utilities, insofar as such use does not interfere with its use by SNWA for the purposes for which it is granted.



\_\_\_\_\_  
Southern Nevada Water Authority

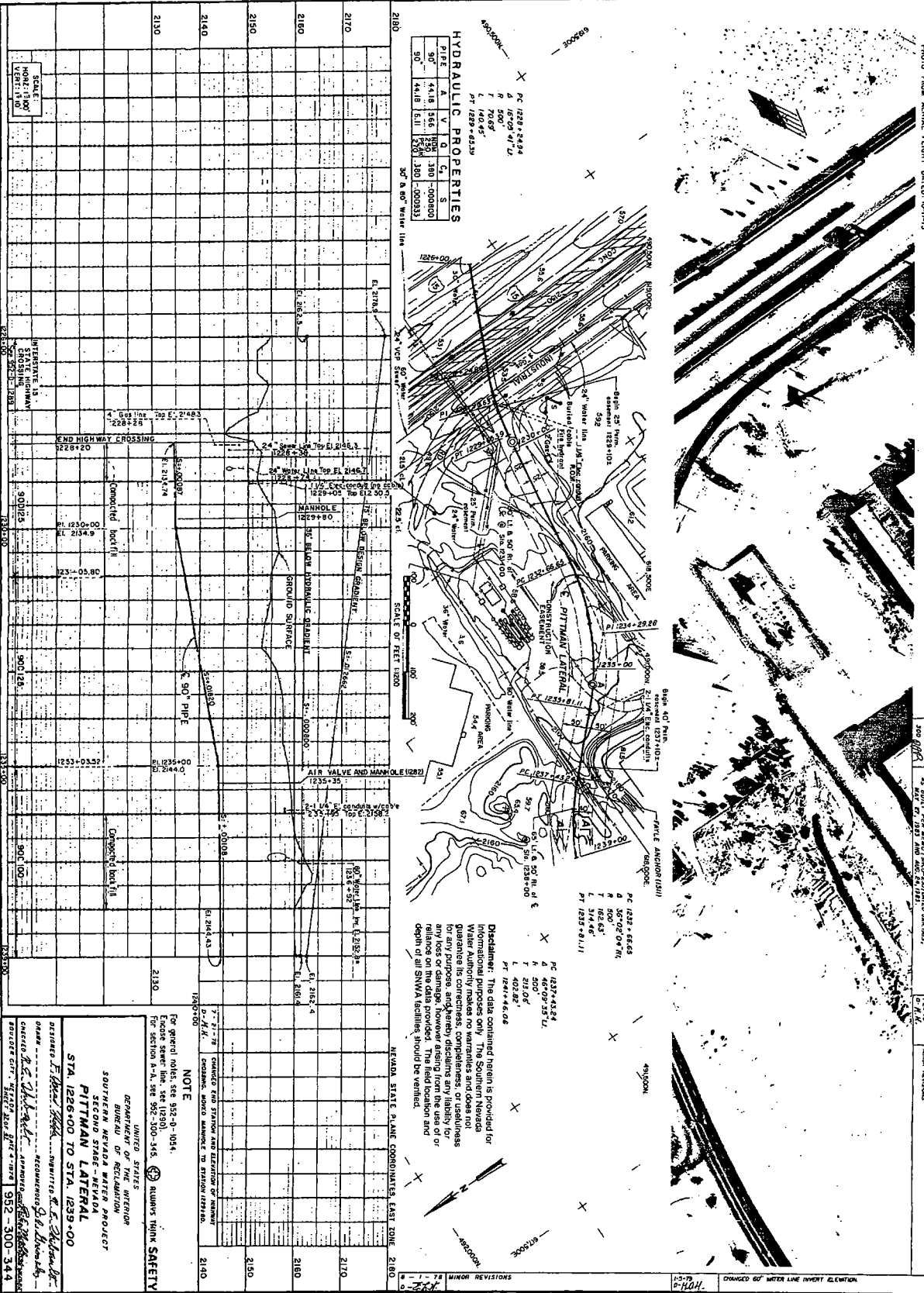
\_\_\_\_\_  
Date

SNWA approval is valid for one (1) year from the signature date. If construction within the easement or restricted pipe safety zone is not complete, plans must be resubmitted to SNWA for approval.

Project Name:  
SNWA DPR NO.:



PHOTO FROM AERIAL FLIGHT DATED: 0-1-75



**DISCLAIMER:** The data contained herein is provided for informational purposes only. The Southern Nevada Water Authority makes no warranties and does not guarantee its correctness, completeness, or usefulness for any purpose, and expressly disclaims any liability for reliance on the data provided. The field location and depth of all SWMA facilities should be verified.

**NOTE**  
 For general notes see 352-0-1034.  
 In case sewer line, see 1250-0-315.  
 For stationing, see 352-0-315.

UNITED STATES  
 DEPARTMENT OF AGRICULTURE  
 BUREAU OF RECLAMATION  
 SOUTHERN NEVADA WATER PROJECT  
**PITMAN LATERAL**  
 STA. 1226+00 TO STA. 1239+00  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 DESIGNED BY: [Name]  
 REVISIONS: [List]  
 DATE: [Date]  
 PROJECT NO.: 952-300-344

The data is based on the National Geodetic Vertical Datum of 1929. It is the engineer's responsibility to ensure that this data is converted to the appropriate datum before using said data.

PHOTO FROM AERIAL FLIGHT DATE: 10-17-25



HYDRAULIC PROPERTIES

PIPE	A	V	Q	C <sub>f</sub>	S
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50"	44.18	5.11	100	130	-0.0080

NEVADA STATE PLANE COORDINATES EAST ZONE 2200

SCALE OF FEET 1:500

PROCYON AVE

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60800E

60600E

60400E

60200E

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5800W

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6400W

6600W

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7600W

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8200W

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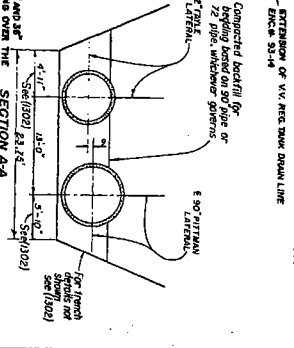
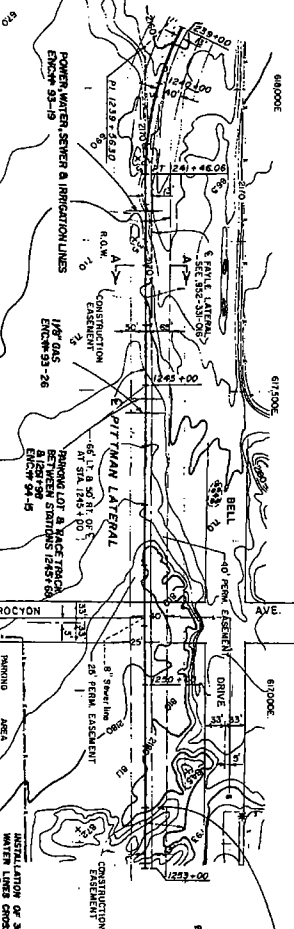
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9400W

9600W

9800W

10000W



NOTE

For general notes, see 355-D-1034.

SAFETY

UNITED STATES

DEPARTMENT OF THE INTERIOR

SOUTHERN NEVADA WATER PROJECT

SECOND STAGE - NEVADA

PITMAN LATERAL

STA. 1239+00 TO STA. 1253+00

DESIGNED BY: *[Signature]*

CHECKED BY: *[Signature]*

APPROVED BY: *[Signature]*

DATE: 12/1/27

952-300-345

SCALE

HORIZ. 1"=100'

VERT. 1"=10'

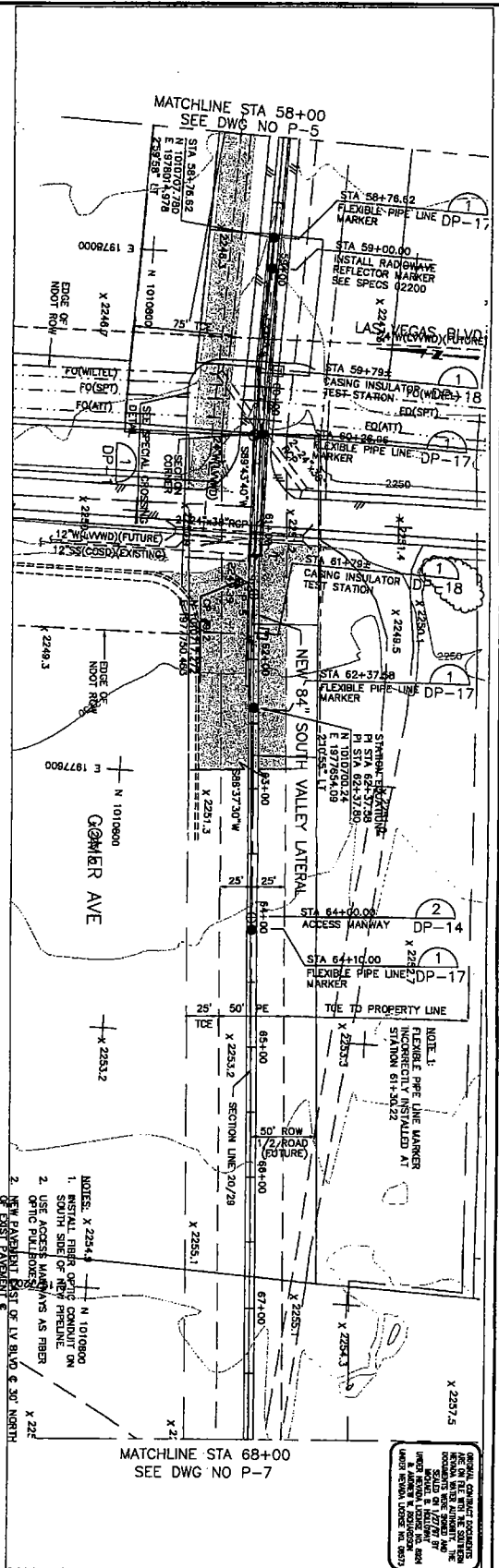
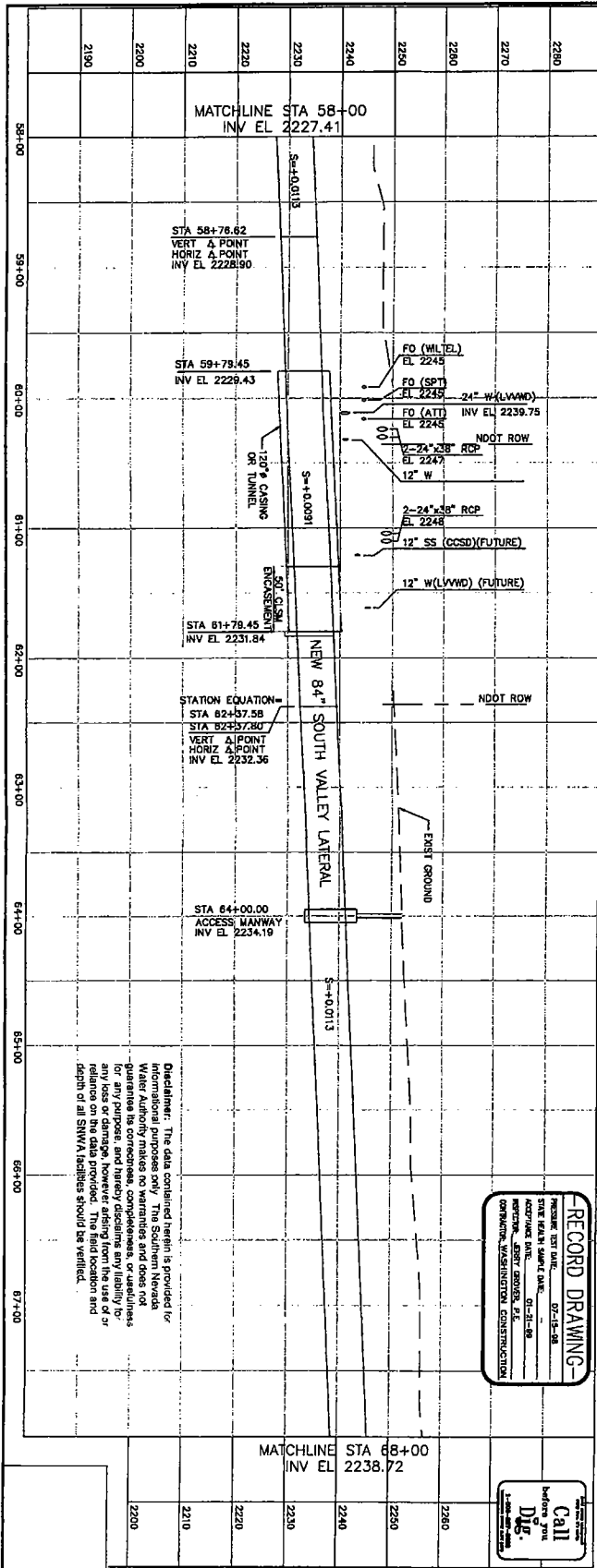
CHINA

12/1/27

The data is based on the National Geodetic Vertical Datum of 1929. It is the engineer's responsibility to ensure that this data is converted to the appropriate datum before using said data.

Disclaimer: The data contained herein is provided for informational purposes only. The Southern Nevada Water Authority makes no warranties and does not guarantee its correctness, completeness, or usefulness for any purpose, and hereby disclaims any liability for any loss or damage, however arising from the use of or reliance on the data provided. The field location and depth of all SNWA facilities should be verified.





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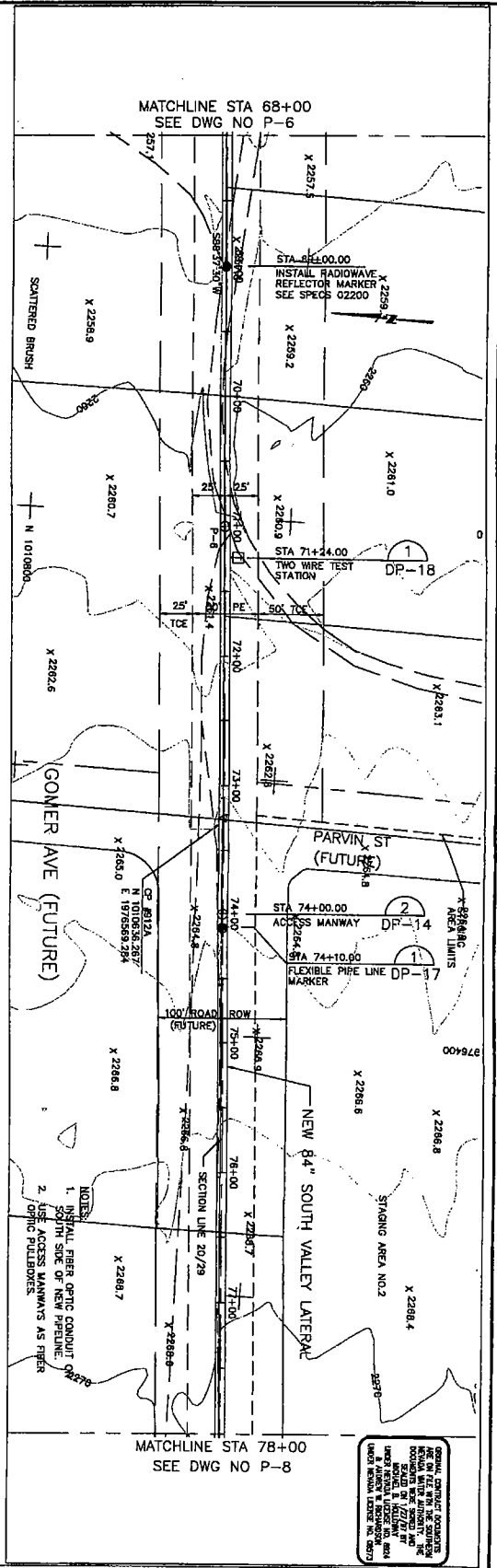
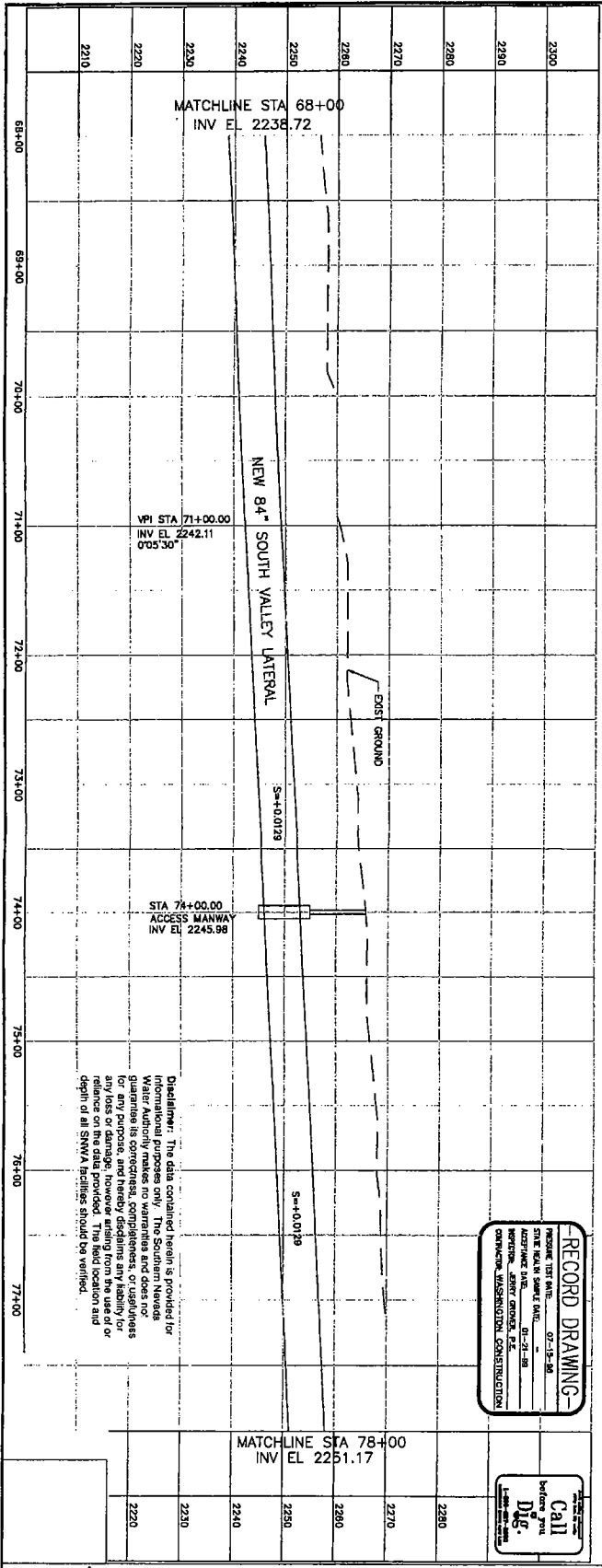
**RECORD DRAWING**  
 PREPARED BY DATE: 07-15-08  
 CHECKED BY DATE: 07-15-08  
 DESIGNED BY DATE: 07-15-08  
 DRAWING NUMBER: 110-K  
 CONTRACT NO.: 110-K  
 SHEET NO.: 12 OF 66

Call  
 702-255-3100  
 110-K  
 DWG

- NOTES: X 2254.4  
 1. INSTALL FIBER OPTIC CONDUIT ON NORTH SIDE OF THE PIPELINE.  
 2. USE CABLE MARKERS AS FIBER OPTIC CONDUIT MARKERS.  
 3. NEW PAVEMENT OF LV BLVD & 30' NORTH OF EXIST PAVEMENT.

GENERAL CONTRACTOR'S RESPONSIBILITY: THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.





CONTRACT NO. 110-K DRAWING NO. P-7 SHEET 13 OF 68	DISC: MM/CMD/WR DATE: 05/04/98 DESIGNED BY: MM/PH/WR CHECKED BY: MM/AMR/PH/WR/WR APPROVED BY:	<b>SNWA IN-VALLEY TRANSMISSION FACILITIES - PHASE I</b> <b>SOUTH VALLEY LATERAL</b> <b>PLAN &amp; PROFILE - STA 68+00 TO STA 78+00</b>		VERIFY SCALE  HORIZ 1" = 40' VERT 1" = 10'	<b>SOUTHERN NEVADA WATER AUTHORITY</b> 1900 E. FLAMINGO ROAD SUITE 170 LAS VEGAS, NEVADA 89119 (702) 862-3400
		RECORD DRAWING PP7 (PS) Plot # 05/04/98	Call before you dig 1-800-4-A-DIG DIVISION OF PUBLIC WORKS CLERK OF COURTS CLERK OF DISTRICT COURTS CLERK OF COUNTY COURTS CLERK OF MUNICIPAL COURTS CLERK OF JUSTICE CLERK OF PROBATE CLERK OF SUPERIOR COURTS CLERK OF APPELLATE COURTS CLERK OF SUPREME COURT CLERK OF STATE COURTS CLERK OF COUNTY COURTS CLERK OF MUNICIPAL COURTS CLERK OF JUSTICE CLERK OF PROBATE CLERK OF SUPERIOR COURTS CLERK OF APPELLATE COURTS CLERK OF SUPREME COURT CLERK OF STATE COURTS		

**RECORD DRAWING**

PROJECT NO. 110-K  
 SHEET NO. P-7  
 DATE: 05/04/98  
 DESIGNED BY: MM/PH/WR  
 CHECKED BY: MM/AMR/PH/WR/WR  
 APPROVED BY:

GENERAL CONTRACTOR'S RESPONSIBILITY  
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES OF THE STATE OF NEVADA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES OF THE STATE OF NEVADA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES OF THE STATE OF NEVADA.

Disclaimer: The data contained herein is provided for informational purposes only. The Southern Nevada Water Authority makes no warranties and does not guarantee its correctness, completeness, or usefulness for any purpose and hereby declines any liability for any errors or omissions. The user should exercise caution and reference on the data provided. The field location and depth of all SNWA facilities should be verified.



**APPENDIX C**  
**COOPERATING AGENCY**





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

705 North Plaza St. Suite 220  
Carson City, NV 89701

March 9, 2005

Nevada Division

In Reply Refer To:

HDA-NV  
NH-015-1(130)

Subject: Interstate 15 South Environmental Document  
Request for Cooperating Agency Participation

Juan Palma  
Field Director, Las Vegas Field Office  
Bureau of Land Management  
4701 N. Torrey Pines Drive  
Las Vegas, NV 89130

RECEIVED BY  
PARSONS  
MAR 11 2005  
LAS VEGAS, NV

Dear Mr. Palma:

The Federal Highway Administration (FHWA) in cooperation with the Nevada Department of Transportation (NDOT) is initiating an environmental document for a portion of the Interstate 15 (I-15) Corridor from Tropicana Avenue to the Sloan Road interchange in the City of Henderson and Clark County, Nevada.

The project is proposed to enhance the I-15 Corridor for interstate travel through southern Las Vegas and for improved local circulation and access. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements. The envisioned project includes several major components, including I-15 freeway improvements; Las Vegas Boulevard South improvements; potential interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road; collector-distributor roads; frontage roads; and I-15/I-215 system interchange improvements. The No Action alternative will also be considered.

Your agency's involvement should entail those areas under its jurisdiction or expertise and no direct writing or analysis will be necessary for preparation of the document. Enclosed is a copy of the FHWA "Guidance on Cooperating Agencies," which outlines the responsibilities of FHWA (as lead agency) and of Cooperating Agencies. The following are activities we will take to maximize interagency cooperation:

- Invite you to coordination meetings
- Consult with you on any relevant technical studies that will be required for the project
- Organize joint field reviews
- Provide you with project information, including study results
- Encourage your agency to use the process to express your views on subjects within your jurisdiction or expertise



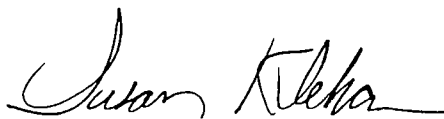
- Include information in the project environmental document that Cooperating Agencies may need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

You have the right to expect that the environmental document will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process, the environmental document will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation.

An interagency Technical Advisory Committee (TAC) was formed to guide our project development process. Agencies represented on the TAC may want to designate their members as our point of contact.

We look forward to your response for participating as a Cooperating Agency. We ask that you please respond in writing with your agency's commitment as a Cooperating Agency, specific issues, relevant information, and review requirements by **April 1, 2005**. If you have any questions or need additional information, you may contact Mr. Ted P. Bendure, Environmental Program Manager, 705 N. Plaza, Suite 220, Carson City, Nevada 89701, telephone: (775) 687-5322, email: [ted.bendure@fhwa.dot.gov](mailto:ted.bendure@fhwa.dot.gov).

Sincerely yours,



Susan Klekar  
Division Administrator  
Nevada Division

Enclosure

cc: Agency Distribution (attached)  
Ted Bendure, FHWA  
Jeff Hale, NDOT  
Daniel Nollsch, NDOT  
Jeff Steinmetz, BLM  
Chad Anson, Parsons  
Andrea Slotter, Parsons  
Jeff Bingham, Parsons



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
Las Vegas Field Office  
4701 N. Torrey Pines Drive  
Las Vegas, Nevada 89130-2301

Ted  
Greg



TAKE PRIDE  
IN AMERICA  
FEB - 6 2006

In Reply Refer to:  
1792 (NV-050)

NH-015-1(130)

January 31, 2006

Ms. Susan Klekar  
Division Administrator  
Nevada Division  
705 N. Plaza, Suite 220  
Carson City, NV 89701

Dear Ms. Klekar:

The BLM is pleased to accept cooperating agency status for the HI-15 Corridor from Tropicana Avenue to the Sloan Road Interchange in the City of Henderson and Clark County, Nevada, primarily for our jurisdiction over issuance of rights-of-way. Staff has numerous other commitments and although it will be difficult to fully participate I can provide the following:

- One staff member to attend meetings as the BLM representative
- Other staff specialists to participate in meetings based on need identified in previous meetings
- Review of preliminary draft and final documents by BLM staff

We look forward to working with you this project. Please contact Frederick Marcell, Acting Supervisory Reality Specialist, 702-515-5164, or Jeffrey G. Steinmetz, Las Vegas Field Office, Planning and Environmental Coordinator, at 702-515-5097, regarding this project.

Sincerely,

*Juan Palma*  
Juan Palma  
Field Manager

OPTIONAL FORM 99 (7-90)

### FAX TRANSMITTAL

# of pages ▶ 1

To <i>Andrea</i>	From <i>TED</i>
Dept./Agency	Phone # <i>(775) 687-5322</i>
Fax # <i>(702) 435-8412</i>	Fax #





**APPENDIX D**  
**SECTION 7 CONSULTATION CORRESPONDENCE**





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

705 North Plaza St. Suite 220  
Carson City, NV 89701

July 28, 2008

Nevada Division

In Reply Refer To:  
HENV-NV

Subject: I-15 South Corridor Improvement from Sloan Road to Tropicana Avenue,  
Clark County, Nevada-Transfer of Section 7 Consultation Lead from FHWA to BLM

Ms. Mary Jo Rugwell  
District Manager  
Las Vegas Field Office  
Bureau of Land Management  
4701 N. Torrey Pines Drive  
Las Vegas, NV 89130

Dear Ms. Rugwell:

The Federal Highway Administration (FHWA) in cooperation with the Nevada Department of Transportation (NDOT) is proposing to improve 12 miles of the I-15 South Corridor from Sloan Road to Tropicana Avenue including Las Vegas Boulevard South between Sloan Road and Sunset Road in Clark County, Nevada. In a letter dated January 31, 2006, the Bureau of Land Management (BLM) has agreed to be a cooperating agency with FHWA and NDOT for this project. The project will need to acquire 17.3 acres of BLM land as illustrated in the enclosed figures. As part of the project planning phase, an environmental assessment is being developed for the project and a preliminary draft of the document will be shared with you when it is completed. One of the issues to be addressed is Section 7 consultation of the Endangered Species Act. As you are aware, the Bureau of Land Management (BLM) currently has a United States Fish and Wildlife Service (USFWS) Biological Opinion (BO) dated December 20, 2004 covering the project area.

The Federal Highway Administration is hereby requesting that BLM assume the Federal lead for Section 7 consultation for the project under the stipulations of the Biological Opinion issued by USFWS on December 20, 2004 (File No. 1-5-96-F-23R.3). Use of the existing BO will streamline the Section 7 consultation process and will satisfy the Section 7 consultation requirement for the project.

**AMERICAN  
ECONOMY**

If you are in concurrence with this process, please let me know via written response. If you have any questions, please contact Julia Ervin-Holoubek of NDOT at (775) 888-7689 or me at (775) 687-1231. I appreciate your assistance with this matter and look forward to hearing from you.

Sincerely yours,

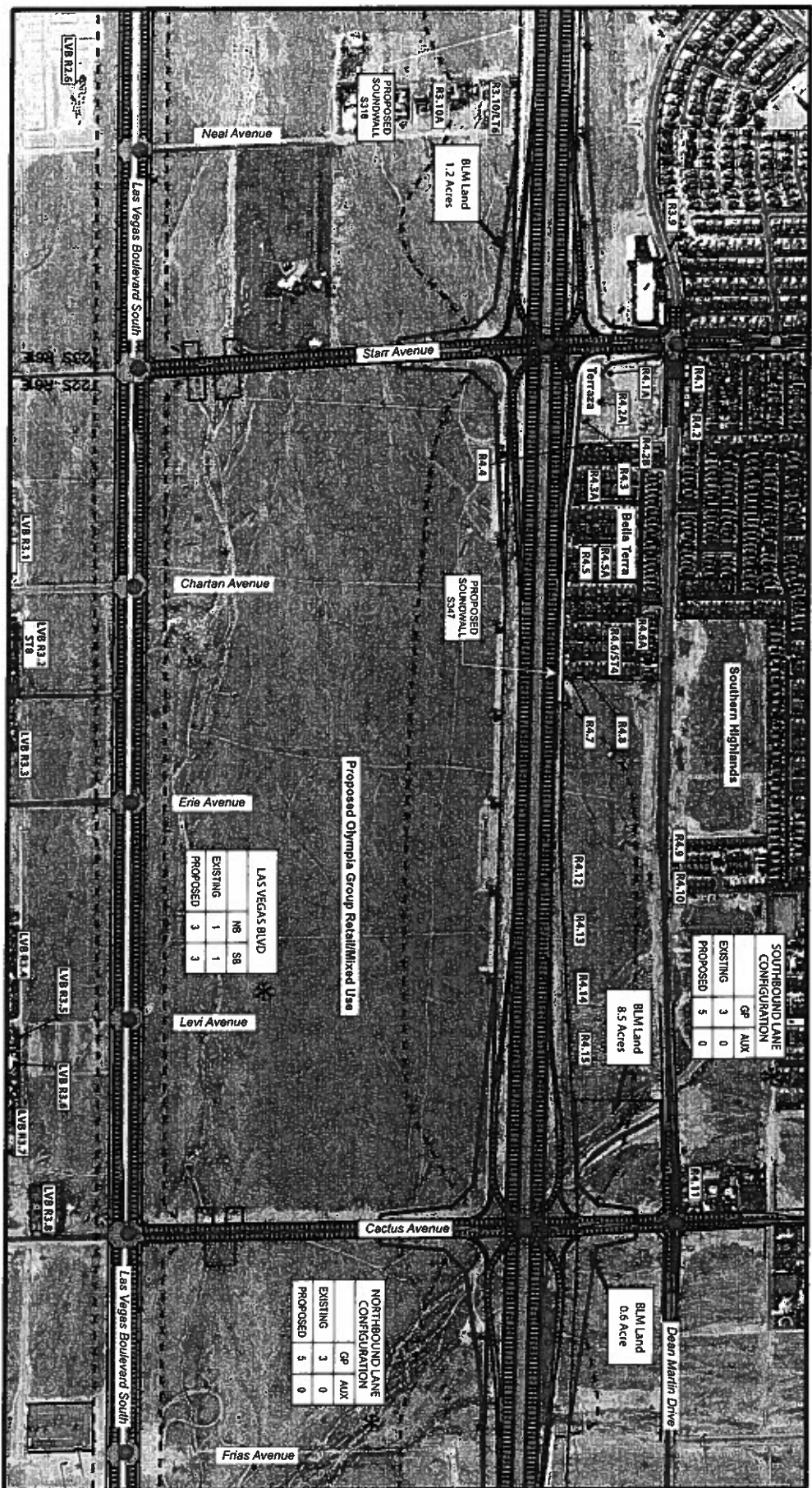


Abdelmoez A. Abdalla  
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT  
Julia Ervin-Holoubek, NDOT  
Mark Slaughter, BLM Las Vegas Office

ecc: Becky Bennett, FHWA  
Hannah Visser, FHWA  
Iyad Alattar, FHWA  
Terry Philipin, FHWA



**SOUTHBOUND LANE CONFIGURATION**

	GP	AUX
EXISTING	3	0
PROPOSED	5	0

**LAS VEGAS BLVD**

	NB	SB
EXISTING	1	1
PROPOSED	3	3

**NORTHBOUND LANE CONFIGURATION**

	GP	AUX
EXISTING	3	0
PROPOSED	5	0

**LEGEND**

- Existing Right-of-Way
- Proposed Right-of-Way
- Construction Staging Area
- 66 dBA Noise Contour
- Pavement
- Transition to Existing
- Ongoing Projects by Others
- Note Sensitive Receptor
- Proposed Sound Wall
- Existing Traffic Signal
- Proposed Traffic Signal

SCALE: 1" = 600'

**NEVADA**  
**MDOT**

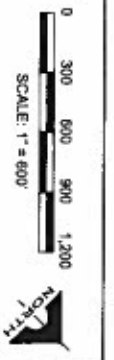
I-15 SOUTH CORRIDOR IMPROVEMENTS  
ENVIRONMENTAL ASSESSMENT  
BUILD ALTERNATIVE  
FIGURE 10d

Data as of 2008, March

Date as of 2/16, March

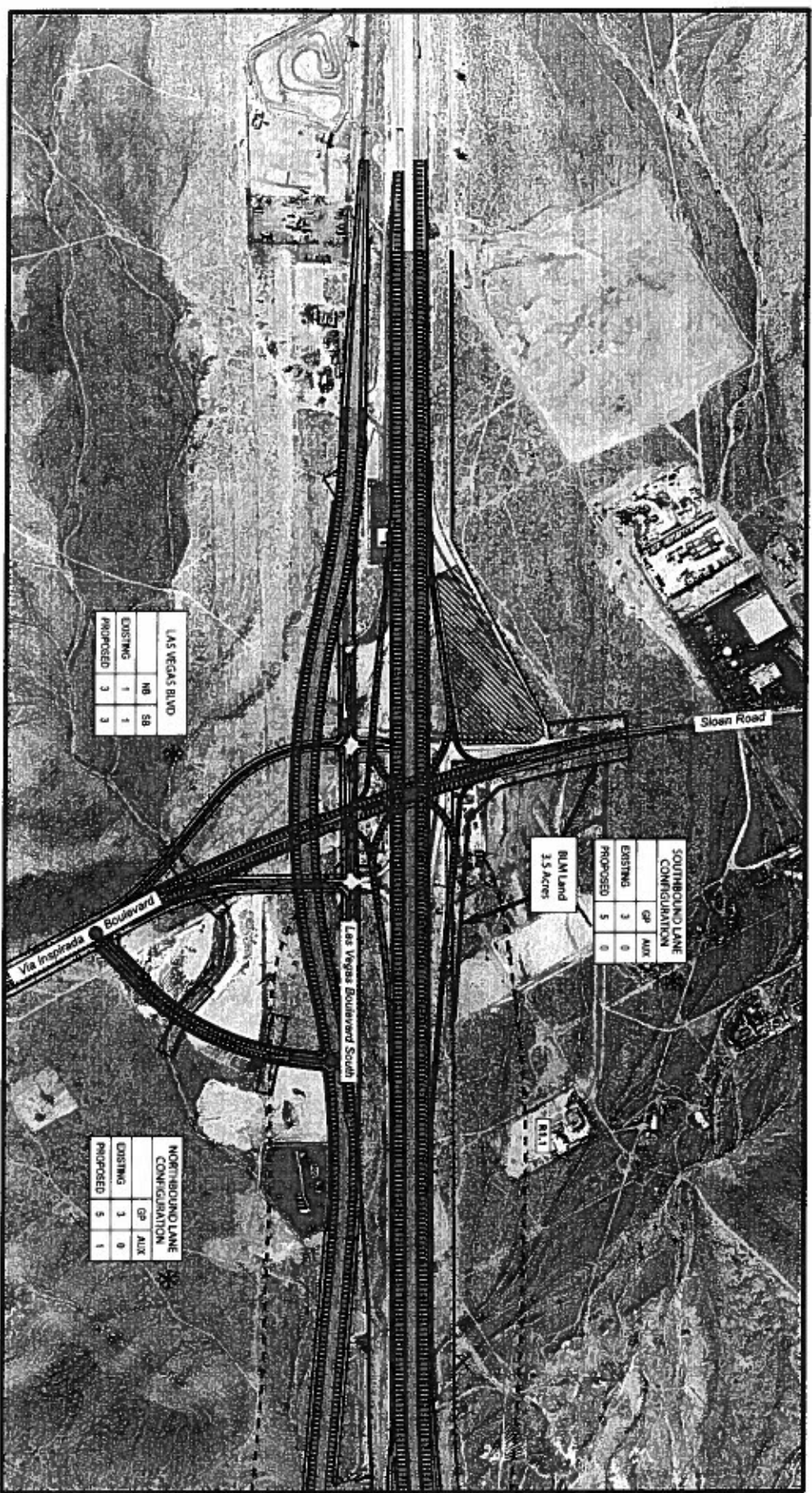
**LEGEND**

- Existing Right-of-Way
- Proposed Right-of-Way
- Construction Staging Area
- 66 dbA Noise Contour
- Pavement
- Transition to Existing
- Ongoing Projects by Others
- RAI
- Noise Sensitive Receiver
- Proposed Sound Wall
- Existing Traffic Signal
- Proposed Traffic Signal



**NEVADA**  
**MDOT**

I-15 SOUTH CORRIDOR IMPROVEMENTS  
 ENVIRONMENTAL ASSESSMENT  
**BUILD ALTERNATIVE**  
 FIGURE 10a



LAS VEGAS BLVD

	NB	SB
EXISTING	1	1
PROPOSED	3	3

BLM Land  
3.5 Acres

SOUTHBOUND LANE CONFIGURATION		GP	ALIX
EXISTING	3	0	0
PROPOSED	5	0	0

NORTHBOUND LANE CONFIGURATION

	GP	ALIX
EXISTING	3	0
PROPOSED	5	1



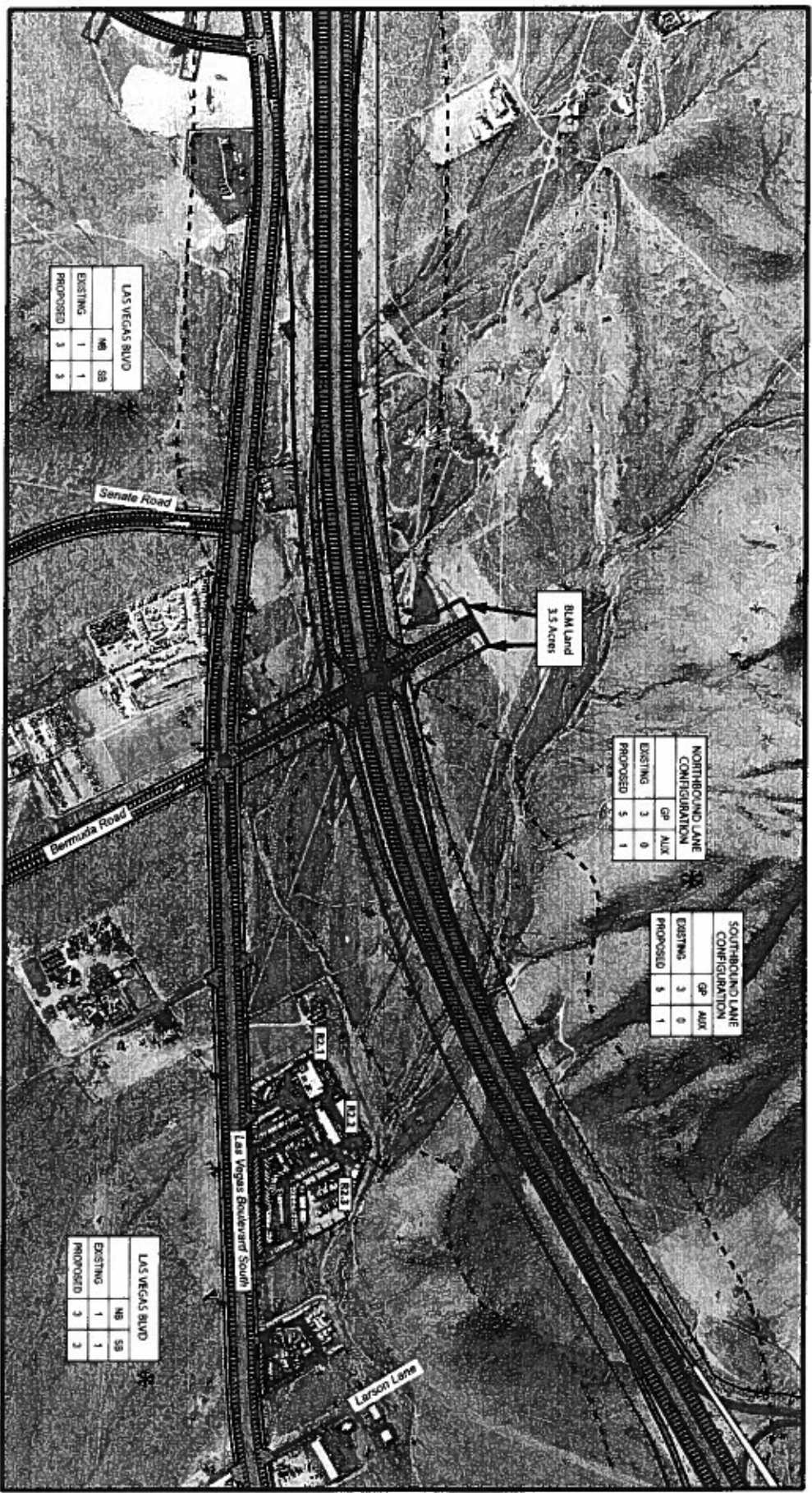
**LEGEND**

- Existing Right-of-Way
- Proposed Right-of-Way
- Construction Staging Area
- 66 dBA Noise Contour
- Pavement
- Transition to Existing
- Ongoing Projects by Others
- Noise Sensitive Receiver
- Proposed Sound Wall
- Existing Traffic Signal
- Proposed Traffic Signal

0 300 600 900 1,200  
SCALE: 1" = 600'

**NEVADA**  
**MDOT**

I-15 SOUTH CORRIDOR IMPROVEMENTS  
ENVIRONMENTAL ASSESSMENT  
**BUILD ALTERNATIVE**  
FIGURE 10b



AUG 11 2008



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Las Vegas Field Office  
4701 North Torrey Pines Dr  
Las Vegas NV 89130  
www.nv.blm.gov



In Reply Refer to:

**AUG 07 2008**

Abdelmoez A. Abdalla  
Environmental Program Manager  
U.S. Department of Transportation  
Federal Highway Administration  
Nevada Division  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89170

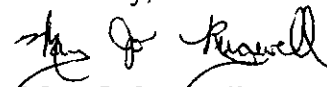
Mr. Abdalla,

I agree that our office should take the lead in the section 7 consultation requirements per the Endangered Species Act of 1973, as amended, on the I-15 South Corridor Improvement from Sloan Road to Tropicana Avenue. It makes sense to cover the project under our programmatic biological opinion (1-5-96-F-23R.3) in order to streamline the consultation process. Mr. Michael Burroughs of the Las Vegas Field Office of the U.S. Fish and Wildlife Service has also concurred with this.

A determination on the terms and conditions necessary for the project will be made and provided to Julia Ervin-Holoubek of the Nevada Department of Transportation to include in the Environmental Assessment. Due to the federal nexus, this will include the collection of remuneration fees for all surface disturbances associated with the project on all lands. The fee is currently \$753.00 per acre if paid before March 1, 2009. If you have any questions concerning this process, please contact Mark Slaughter at 702-515-5195

I look forward to our continued cooperation.

Sincerely,

  
Mary Jo Rugwell  
Field Manager



**APPENDIX E**  
**PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE**  
**AND CONSTRUCTION NOISE**





## TRAFFIC and CONSTRUCTION NOISE ABATEMENT POLICY

The Federal Highway Administration's noise standard is outlined in the Code of Federal Regulations 23 CFR 772 "Procedures for Abatement of Highway Traffic and Construction Noise" as adopted on July 8, 1982. Highway projects developed in conformance with this regulation shall be deemed to be in conformance with the Federal Highway Administration's (FHWA) noise standard. The definitions used in this Noise Abatement Policy are the same as those found in the noise standard 23 CFR 772 at [www.fhwa.dot.gov/environment/23cfr772.htm](http://www.fhwa.dot.gov/environment/23cfr772.htm).

NDOT has adhered to the noise standard since February 1973 and the following reflects revisions to the policy which have been observed by the Department since April 1, 1996.

1. Under the guidelines of the noise standard, a traffic noise analysis is performed for Type I highway projects on a new alignment, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through traffic lanes. The analysis is performed for developed lands and undeveloped lands when development is planned, designed, and programmed. Development will be deemed to be planned, designed, and programmed if a noise sensitive land, such as a residence, school, church, hospital, library, etc., has received a building permit from the local agency with jurisdiction at the time of the noise analysis.

A traffic noise analysis may be required by the National Environmental Policy Act of 1969 (NEPA). This can occur when a project is not a Type I project but does, in itself, create a traffic noise impact. Such projects must be dealt with on a case-by-case basis in accordance with NEPA.

2. Local officials will be informed of potential traffic noise impacts to land adjacent to a proposed highway project early in the planning process to protect future noise sensitive land development from becoming incompatible with traffic noise levels. This will be accomplished through environmental documents, noise study reports, correspondence including traffic noise contours, and public meetings.

The "date of public knowledge" is when the public is officially notified of the adoption of the location of a proposed highway project. The date of public knowledge shall be the date a project's environmental analysis and documentation is approved, i.e., the date of approval of Categorical Exclusions (CEs), Finding Of No Significant Impacts (FONSIs), or Record Of Decisions (RODs). After this date, NDOT is responsible for analyzing changes in traffic noise impacts, when appropriate, but NDOT is no longer responsible for providing noise abatement for new development which occurs adjacent to the highway. Provision for such noise abatement becomes the responsibility of local communities and private developers.

3. Traffic noise abatement measures are considered when the predicted traffic noise levels for the Design Year approach or exceed the Noise Abatement Criteria (NAC) as identified in the noise standard, 23 CFR Part 772. NDOT defines the term "approach" as 1 dBA less than the NAC.

Mitigation measures to reduce traffic noise impacts will also be considered when the predicted traffic noise levels substantially exceed the existing noise levels. NDOT has defined the term "substantially exceed" as 15 dBA. The absolute noise level and predicted change will be considered in the reasonableness evaluation, as discussed below.

4. A wide range of criteria is used to determine the overall reasonableness of mitigation being considered, such as: (1) the noise reduction provided, (2) the number of people benefitted, (3) the cost of the abatement, (4) the opinions of the impacted residents, (5) the absolute noise levels, (6) the change in noise levels, (7) other noise sources, and (8) the timing and consideration of development along the highway; and the feasibility (engineering factors). FHWA directs that noise abatement measures must achieve a substantial noise reduction. NDOT considers a barrier that mitigates at least 5 dBA for the first row of residents, and 3 dBA for the second row of residents as a substantial noise reduction.

A cost analysis will be prepared to evaluate the cost/benefit ratio of different abatement measures. NDOT uses the 2000 national acceptable amount of \$12,000 per resident and the current Nevada demographics average of residents per residence or a minimum of 2.6 residents per dwelling, to assess barrier economics.

In determining the reasonableness and feasibility of noise abatement; NDOT will meet with the impacted residents and present a brief program on highway traffic noise to explain and demonstrate the characteristics of highway traffic noise, the effects of noise barriers in attenuating traffic noise, and the types of noise barriers that may be considered. Specific details, location, length, height, aesthetic treatment, landscaping, maintenance, drainage, safety, etc. of noise barriers being studied will also be provided as available in addition to a discussion of alternatives to barrier construction. NDOT will then solicit the opinions of the impacted residents and make a preliminary determination on the reasonableness and feasibility of noise abatement. After completion of final design, NDOT will meet again with the impacted residents to present final barrier design details and solicit the residents' final views and opinions on barrier construction. NDOT will then make a final determination on the reasonableness and feasibility of noise abatement.

5. Procedures to minimize construction noise impacts, while considering traffic impacts, will continue to be addressed on a project-by-project basis.
6. There may be extenuating circumstances where unique or unusual conditions warrant special consideration of highway traffic noise impacts and/or implementation of noise abatement measures. These circumstances could involve areas, such as: (1) those that are extremely noise-sensitive, (2) those where severe traffic noise impacts are anticipated, or (3) those containing Section 4(f) resources. Extenuating circumstances will be considered on an individual project basis.
7. The Department has established a matching program to retrofit existing impacted locations with noise mitigation. Prioritization of impacts includes: (1) the number of people affected, (2) severity of impact, (3) duration of impact, (4) whether residences were built before or after the roadway was planned, (5) cost benefit derived from mitigation, (6) and availability of any local matching funds. The funding for this program will be limited to an annual appropriation of state highway funds as approved by the State Transportation Board.

This policy is consistent with all current federal regulations.

DEPUTY DIRECTOR

  
Jeff Fontaine, P.E.

2-14-03  
date



## 23 CFR PART 772--PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE

Sec.

[772.1 Purpose.](#)

[772.3 Noise standards.](#)

[772.5 Definitions.](#)

[772.7 Applicability.](#)

[772.9 Analysis of traffic noise impacts and abatement measures.](#)

[772.11 Noise abatement.](#)

[772.13 Federal participation.](#)

[772.15 Information for local officials.](#)

[772.17 Traffic noise prediction.](#)

[772.19 Construction noise.](#)

[Table 1 to Part 772--Noise Abatement Criteria](#)

[Appendix A to Part 772--National Reference Energy Mean Emission Levels as a Function of Speed](#)

AUTHORITY: 23 U.S.C. 109(h), 109(i); 42 U.S.C. 4331, 4332; sec. 339(b), Pub. L. 104-59, 109 Stat. 568, 605; 49 CFR 1.48(b).

(Source: 47 FR 29654, July 8, 1982; 47 FR 33956, Aug. 5, 1982, and 62 FR 42903, August 11, 1997)

### **Sec. 772.1 Purpose.**

To provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to Title 23, United States Code (U.S.C.).

### **Sec. 772.3 Noise standards.**

The highway traffic noise prediction requirements, noise analyses, noise abatement criteria, and requirements for informing local officials in this regulation constitute the noise standards mandated by 23 U.S.C. 109(i). All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Federal Highway Administration (FHWA) noise standards.

### **Sec. 772.5 Definitions.**

(a) Design year. The future year used to estimate the probable traffic volume for which a highway is designed. A time, 10 to 20 years, from the start of construction is usually used.

(b) Existing noise levels. The noise, resulting from the natural and mechanical sources and human activity, considered to be usually present in a particular area.

(c) L10. The sound level that is exceeded 10 percent of the time (the 90th percentile) for the period under consideration.

- (d) L10(h). The hourly value of L10.
- (e) Leq. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.
- (f) Leq(h). The hourly value of Leq.
- (g) Traffic noise impacts. Impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 1), or when the predicted traffic noise levels substantially exceed the existing noise levels.
- (h) Type I projects. A proposed Federal or Federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.
- (i) Type II projects. A proposed Federal or Federal-aid highway project for noise abatement on an existing highway.

### **Sec. 772.7 Applicability.**

- (a) Type I projects. This regulation applies to all Type I projects unless it is specifically indicated that a section applies only to Type II projects.
- (b) Type II projects. The development and implementation of Type II projects are not mandatory requirements of 23 U.S.C. 109(i) and are, therefore, not required by this regulation. When Type II projects are proposed for Federal-aid highway participation at the option of the highway agency, the provisions of Subsec. 772.9(c), 772.13, and 772.19 of this regulation shall apply.

### **Sec. 772.9 Analysis of traffic noise impacts and abatement measures.**

- (a) The highway agency shall determine and analyze expected traffic noise impacts and alternative noise abatement measures to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental effects.
- (b) The traffic noise analysis shall include the following for each alternative under detailed study:
  - 1. Identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed and programmed, which may be affected by noise from the highway;
  - 2. Prediction of traffic noise levels;
  - 3. Determination of existing noise levels;
  - 4. Determination of traffic noise impacts; and
  - 5. Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts.
- (c) Highway agencies proposing to use Federal-aid highway funds for Type II projects shall perform a noise analysis of sufficient scope to provide information needed to make the determination required by

Sec. 772.13(a) of this chapter.

### **Sec. 772.11 Noise abatement.**

(a) In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit.

(b) In those situations where there are no exterior activities to be affected by the traffic noise, or where the exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the interior criterion shall be used as the basis of determining noise impacts.

(c) If a noise impact is identified, the abatement measures listed in Sec. 772.13(c) of this chapter must be considered.

(d) When noise abatement measures are being considered, every reasonable effort shall be made to obtain substantial noise reductions.

(e) Before adoption of a final environmental impact statement or finding of no significant impact, the highway agency shall identify:

1. Noise abatement measures which are reasonable and feasible and which are likely to be incorporated in the project, and
2. Noise impacts for which no apparent solution is available.

(f) The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided.

(g) The plans and specifications will not be approved by FHWA unless those noise abatement measures which are reasonable and feasible are incorporated into the plans and specifications to reduce or eliminate the noise impact on existing activities, developed lands, or undeveloped lands for which development is planned, designed, and programmed.

### **Sec. 772.13 Federal participation.**

(a) Federal funds may be used for noise abatement measures where:

1. A traffic noise impact has been identified,
2. The noise abatement measures will reduce the traffic noise impact, and
3. The overall noise abatement benefits are determined to outweigh the overall adverse social, economic, and environmental effects and the costs of the noise abatement measures.

(b) For Type II projects, noise abatement measures will only be approved for projects that were approved before November 28, 1995, or are proposed along lands where land development or substantial construction predated the existence of any highway. The granting of a building permit, filing of a plat plan, or a similar action must have occurred prior to right-of-way acquisition or

construction approval for the original highway. Noise abatement measures will not be approved at locations where such measures were previously determined not to be reasonable and feasible for a Type I project.

(c) The noise abatement measures listed below may be incorporated in Type I and Type II projects to reduce traffic noise impacts. The costs of such measures may be included in Federal-aid participating project costs with the Federal share being the same as that for the system on which the project is located, except that Interstate construction funds may only participate in Type I projects.

1. Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive land designations).
2. Alteration of horizontal and vertical alignments.
3. Acquisition of property rights (either in fee or lesser interest) for construction of noise barriers.
4. Construction of noise barriers (including landscaping for aesthetic purposes) whether within or outside the highway right-of-way. Interstate construction funds may not participate in landscaping.
5. Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise. This measure may be included in Type I projects only.
6. Noise insulation of public use or nonprofit institutional structures.

(d) There may be situations where (1) severe traffic noise impacts exist or are expected, and (2) the abatement measures listed above are physically infeasible or economically unreasonable. In these instances, noise abatement measures other than those listed in Sec. 772.13(c) of this chapter may be proposed for Types I and II projects by the highway agency and approved by the Regional Federal Highway Administrator on a case-by-case basis when the conditions of Sec. 772.13(a) of this chapter have been met.

### **Sec. 772.15 Information for local officials.**

In an effort to prevent future traffic noise impacts on currently undeveloped lands, highway agencies shall inform local officials within whose jurisdiction the highway project is located of the following:

- (a) The best estimation of future noise levels (for various distances from the highway improvement) for both developed and undeveloped lands or properties in the immediate vicinity of the project,
- (b) Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels, and
- (c) Eligibility for Federal-aid participation for Type II projects as described in Sec. 772.13(b) of this chapter.

### **Sec. 772.17 Traffic noise prediction.**



(a) Any traffic noise prediction method is approved for use in any noise analysis required by this regulation if it generally meets the following two conditions:

1. The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No.FHWA-RD-77-108)\*

\* These documents are available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

2. The prediction method uses noise emission levels obtained from one of the following:

(i) National Reference Energy Mean Emission Levels as a Function of Speed (Appendix A).

(ii) Determination of reference energy mean emission levels in Sound Procedures for Measuring Highway Noise: Final Report, DP-45-1R.\*

(b) In predicting noise levels and assessing noise impacts, traffic characteristics which will yield the worst hourly traffic noise impact on a regular basis for the design year shall be used.

### Sec. 772.19 Construction noise.

The following general steps are to be performed for all Types I and II projects:

(a) Identify land uses or activities which may be affected by noise from construction of the project. The identification is to be performed during the project development studies.

(b) Determine the measures which are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall include a weighing of the benefits achieved and the overall adverse social, economic and environmental effects and the costs of the abatement measures.

(c) Incorporate the needed abatement measures in the plans and specifications.

Table 1: Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Level - decibels (dBA)\*

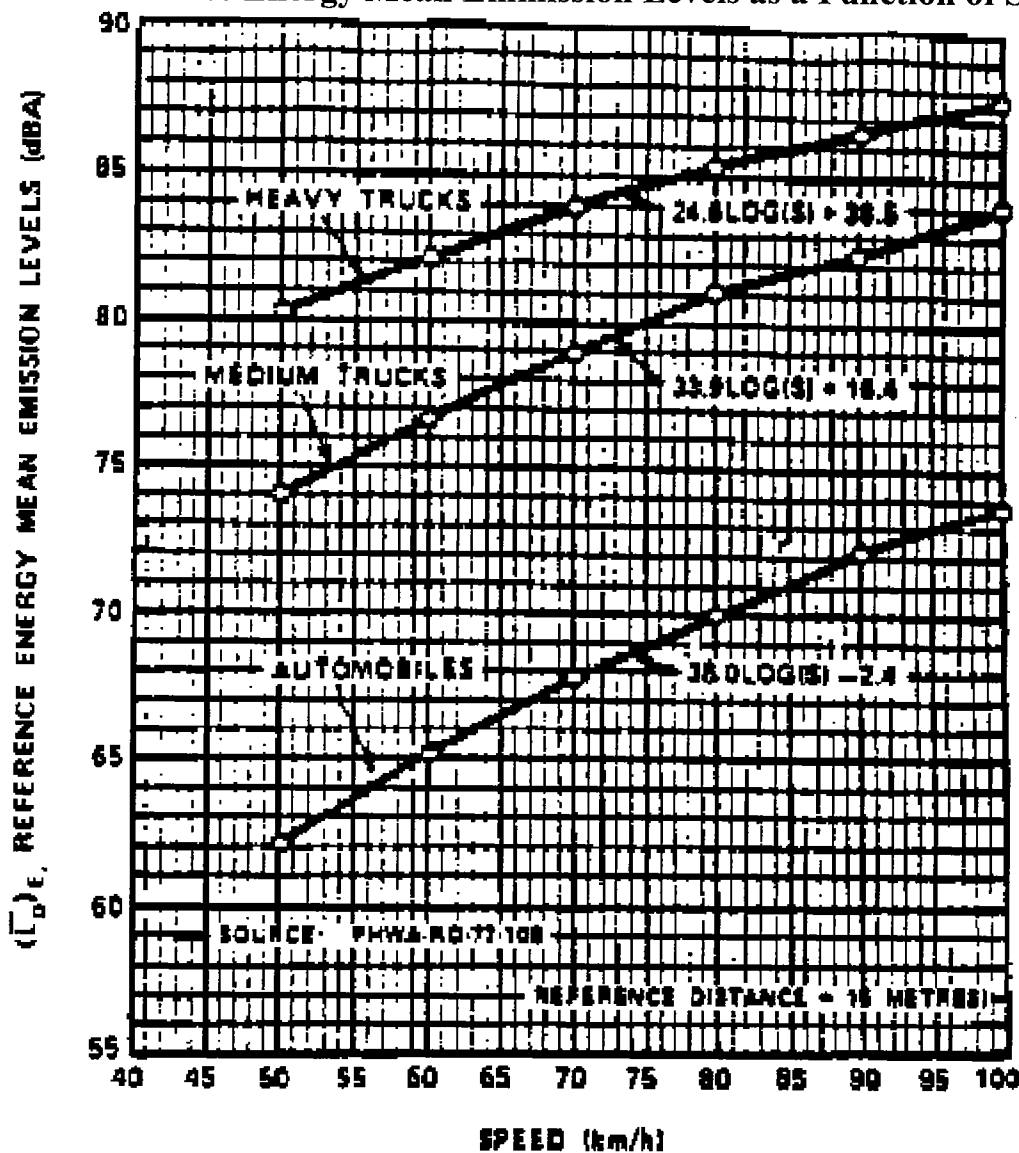
Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries,

			and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

\* Either L10(h) or Leq(h) (but not both) may be used on a project.

### Appendix A

National Reference Energy Mean Emission Levels as a Function of Speed



1. Automobiles: all vehicles with two axles and four wheels.
2. Medium Trucks: all vehicles with two axles and six wheels.
3. Heavy Trucks: all vehicles with three or more axles.

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United States Department of Transportation - **Federal Highway Administration**



**APPENDIX F**  
**SHPO CONCURRENCE LETTER**  
**AND**  
**NATIVE AMERICAN CONSULTATION LETTERS**





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

RONALD M. JAMES  
State Historic Preservation Officer

May 31, 2007

Abdelmoez Abdalla  
Environmental Program Manager  
Federal Highway Administration (FHWA) - Nevada Division  
705 North Plaza Street, Suite 220  
Carson City, NV 89701

Re: I-15 South Corridor (Sloan Rd. to Tropicana Ave.) and Report Titled 'Historic Architectural Survey Report I-15 South Corridor Improvements Las Vegas (February 2007) (EA: 7321)

Dear Mr. Abdalla:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The SHPO offers the following comments:

**Area of Potential Effect (APE)**

Previously concurred with APE on December 15, 2006.

**Archeological Resources**

None appear to have been noted within the APE.

**Architectural Resources**

The SHPO reviewed the subject report and concluded that there were a total of seven-hundred-and-fifty-three (753) properties within the APE. Of that number, nine (9) were documented using the Nevada Historic Resources Inventory Form (HIRF).

At this time, the SHPO concurs with FHWA that the following nine (9) properties are 'not eligible' to the National Register of Historic Places:

#	Property Address	APN	Built
1	8982 Dean Martin Dr.	177-20-104-006	1966
2	8700 Las Vegas Blvd., South	177-16-301-029	1958
3	9457 Las Vegas Blvd., South	177-21-301-001	1966
4	*9457 Las Vegas Blvd., South	177-21-310-000 thru 177-21-311-084	1966
5	1671 Neal Ave., West	191-05-601-002	1954
6	2885 Pebble Rd., West	177-20-501-001	1956
7	2625 Robindale Rd., West	177-08-601-006	1957
8	2626 Robindale Rd., West	177-08-701-004	1956
9	2776 Warm Springs Rd., West	177-05-801-029	1956

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(\* This address is for a condominium complex and accounts for the increase in number (377) of properties within the APE.

Additionally, the SHPO acknowledges that the following three-hundred-and-sixty-seven (367) properties were not surveyed using the Historic Resource Inventory Form (HRIF) and remain unevaluated. They were either vacant or not yet forty (40) years of age when surveyed in 2007.

#	Address	APN	Built
1	2884 Agate Ave., West	177-20-511-087	2001
2	2891 Agate Ave., West	177-20-610-001	1999
3	3276 Alcludia Bay Ave.	191-05-114-079	2004
4	3012 Amari Ave.	177-32-417-014	2004
5	3013 Amari Ave.	177-32-417-013	2004
6	11280 Andreola Ct.	177-32-418-039	2003
7	11281 Andreola Ct.	177-32-418-038	2003
8	11282 Andreola Ct.	177-32-418-030	2003
9	11283 Andreola Ct.	177-32-418-029	2003
10	3220 Arby Ave., West	177-05-307-016	1988
11	3240 Arby Ave., West	177-05-307-021	1989
12	3275 Arcata Point Ave.	191-05-114-062	2004
13	3290 Arcata Point Ave.	191-05-114-061	2004
14	3306 Arcata Point Ave.	191-05-114-060	2004
15	3322 Arcata Point Ave.	191-05-114-059	2004
16	3338 Arcata Point Ave.	191-05-114-058	2004
17	3354 Arcata Point Ave.	191-05-114-057	2004
18	3370 Arcata Point Ave.	191-05-114-056	2004
19	3386 Arcata Point Ave.	191-05-114-055	2004
20	3402 Arcata Point Ave.	191-05-114-054	2004
21	3436 Arcata Point Ave.	191-05-114-053	2004
22	3452 Arcata Point Ave.	191-05-114-052	2004
23	3468 Arcata Point Ave.	191-05-114-051	2004
24	14425 Arville St.	191-19-301-010	Vacant
25	3245 Badura Ave., West	177-05-307-003	1989
26	3047 Bella Verona Ave.	177-32-419-004	Vacant
27	3061 Bella Verona Ave.	177-32-419-005	Vacant
28	3075 Bella Verona Ave.	177-32-419-006	Vacant
29	3089 Bella Verona Ave.	177-32-419-007	Vacant
30	3103 Bella Verona Ave.	177-32-419-008	Vacant
31	3117 Bella Verona Ave.	177-32-419-009	Vacant



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#	Address	APN	Built
32	3131 Bella Verona Ave.	177-32-419-010	Vacant
33	3145 Bella Verona Ave.	177-32-419-011	Vacant
34	3159 Bella Verona Ave.	177-32-419-012	Vacant
35	12 Belle Crest Ct.	177-21-415-027	2000
36	13 Belle Crest Ct.	177-21-412-036	2000
37	13 Belle Crest Ct.	177-21-412-036	2000
38	13 Belle Essence Ave.	177-21-415-020	2000
39	14 Belle Essence Ave.	177-21-415-010	2000
40	14 Belle La Blanc Ave.	177-21-412-008	2000
41	15 Belle La Blanc Ave.	177-21-415-011	2000
42	3004 Binaggio Ct.	177-32-317-010	2004
43	3005 Binaggio Ct.	177-32-317-009	2004
44	3333 Blue Diamond Rd.	177-17-105-001	1994
45	3225 Cactus Ave., West	177-32-101-005	1994
46	3255 Cactus Ave., West	177-32-101-004	1995
47	3353 Cactus Ave., West	177-32-101-020	1998
48	3373 Cactus Ave., West	177-32-101-021	1983
49	3010 Cantabria Ct.	177-32-417-036	2004
50	3011 Cantabria Ct.	177-32-417-035	2004
51	3008 Cerone Ct.	177-32-417-058	2004
52	3009 Cerone Ct.	177-32-417-057	2004
53	3065 Cori Rosso Ln.	191-05-317-039	2005
54	3012 Costa Miole Dr.	191-05-216-007	2005
55	3015 Costa Miole Dr.	191-05-216-006	2005
56	2863 Cougar Ave., West	177-17-701-010	Vacant
57	7140 Dean Martin Dr.	177-05-404-020	2000
58	7350 Dean Martin Dr.	177-08-102-002	1999
59	7440 Dean Martin Dr.	177-08-102-003	1998
60	8835 Dean Martin Dr.	177-17-407-006	1984
61	8938 Dean Martin Dr.	177-20-104-003	1996
62	8979 Dean Martin Dr.	177-20-103-013	1987
63	9010 Dean Martin Dr.	177-20-104-008	1990
64	9020 Dean Martin Dr.	177-20-104-009	1998
65	9060 Dean Martin Dr.	177-20-104-012	1985
66	9080 Dean Martin Dr.	177-20-104-013	1994

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#	Address	APN	Built
67	9160 Dean Martin Dr.	177-20-204-004	1979
68	9180 Dean Martin Dr.	177-20-204-005	1979
69	11330 Dean Martin Dr.	191-05-101-015	2005
70	2825 Eldorado Ln., West	177-08-601-001	2002
71	6333 Ensworth St.	162-32-810-007	1996
72	6334 Ensworth St.	162-32-810-006	1996
73	6405 Ensworth St.	162-32-810-005	1983
74	9506 Ensworth St.	177-20-811-017	1999
75	9510 Ensworth St.	177-20-811-016	1999
76	9516 Ensworth St.	177-20-811-015	1999
77	9522 Ensworth St.	177-20-811-014	1999
78	9528 Ensworth St.	177-20-811-013	1999
79	9534 Ensworth St.	177-20-811-012	1999
80	10053 Ensworth St.	177-29-601-004	Vacant
81	12085 Ensworth St.	191-05-801-014	Vacant
82	2815 Ford Ave., West	177-17-801-013	2003
83	2875 Ford Ave., West	177-17-801-001	Vacant
84	3032 Ford Ave., West	177-17-308-003	2000
85	3033 Ford Ave., West	177-17-404-014	1991
86	3070 Ford Ave., West	177-17-308-002	1994
87	13375 Gabriel St.	191-17-701-004	1989
88	13395 Gabriel St.	191-17-701-006	1989
89	8461 Giles St.	177-16-201-009	2002
90	10700 Giles St.	177-33-201-001	2002
91	3065 Haleh Ave., West	177-29-301-015	1992
92	3075 Haleh Ave., West	177-29-301-017	1994
93	3085 Haleh Ave., West	177-29-301-016	1993
94	3095 Haleh Ave., West	177-29-301-014	1994
95	2886 Hedge Creek Ave.	177-20-610-024	2000
96	2887 Hedge Creek Ave.	177-20-610-025	2000
97	14044 Hinson St.	191-19-401-002	1988
98	5726 Las Vegas Blvd., South	162-32-501-006	Vacant
99	6601 Las Vegas Blvd., South	177-05-501-003	Vacant
100	7303 Las Vegas Blvd., South	177-08-501-001	Vacant

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#	Address	APN	Built
101	8440 Las Vegas Blvd., South	177-16-201-004	2001
102	8445 Las Vegas Blvd., South	177-17-602-009	1995
103	8801 Las Vegas Blvd., South	177-17-802-002	1986
104	8925 Las Vegas Blvd., South	177-20-501-025	1997
105	8945 Las Vegas Blvd., South	177-20-501-026	1998
106	9110 Las Vegas Blvd., South	177-21-201-009	1998
107	9175 Las Vegas Blvd., South	177-20-602-009	1992
108	9440 Las Vegas Blvd., South	177-29-605-012	2004
109	9655 Las Vegas Blvd., South	177-20-803-003	1997
110	10160 Las Vegas Blvd., South	177-28-301-007	1984
111	10471 Las Vegas Blvd., South	177-29-801-019	Vacant
112	10803 Las Vegas Blvd., South	177-32-601-005	Vacant
113	13050 Las Vegas Blvd., South	191-17-801-005	Vacant
114	13962 Las Vegas Blvd., South	191-20-201-002	Vacant
115	15000 Las Vegas Blvd., South	191-30-601-001	1994
116	3002 Leonetti Ct.	177-32-317-016	2002
117	3003 Leonetti Ct.	177-32-317-015	2002
118	3176 Martin Ave., West	177-05-103-040	1998
119	3301 Martin Ave., West	177-05-202-017	2006
120	3120 Meranto Ave., West	177-20-302-009	1994
121	3140 Meranto Ave., West	177-20-302-007	1994
122	2600 Moberly Ave., West	177-08-701-007	Vacant
123	2826 Moberly Ave., West	177-08-701-001	Vacant
124	750 Neal Ave., West	191-05-502-001	1984
125	1101 Neal Ave., West	191-05-601-003	1968
126	1375 Neal Ave., West	191-05-601-004	1985
127	No # listed No name listed	162-32-701-002	Vacant
128	No # listed No name listed	177-08-601-003	Vacant
129	No # listed No name listed	177-08-601-004	Vacant
130	No # listed No name listed	177-08-601-005	Vacant
131	No # listed No name listed	177-08-601-008	Vacant
132	No # listed No name listed	177-08-701-002	Vacant
133	No # listed No name listed	177-08-701-006	Vacant
134	No # listed No name listed	177-08-701-008	Vacant
135	No # listed No name listed	177-08-701-009	Vacant

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#	Address	APN	Built
136	No # listed No name listed	177-08-701-010	Vacant
137	No # listed No name listed	177-08-701-012	2002
138	No # listed No name listed	177-08-803-011	Vacant
139	No # listed No name listed	177-16-10-1021	Vacant
140	No # listed No name listed	177-16-301-028	Vacant
141	No # listed No name listed	177-17-206-003	Vacant
142	No # listed No name listed	177-17-206-005	Vacant
143	No # listed No name listed	177-17-304-002	Vacant
144	No # listed No name listed	177-17-304-003	Vacant
145	No # listed No name listed	177-17-404-007	Vacant
146	No # listed No name listed	177-17-404-016	Vacant
147	No # listed No name listed	177-17-407-011	Vacant
148	No # listed No name listed	177-17-407-012	Vacant
149	No # listed No name listed	177-17-601-002	Vacant
150	No # listed No name listed	177-17-601-008	Vacant
151	No # listed No name listed	177-17-701-001	Vacant
152	No # listed No name listed	177-17-701-006	Vacant
153	No # listed No name listed	177-17-701-011	Vacant
154	No # listed No name listed	177-17-701-012	Vacant
155	No # listed No name listed	177-17-701-013	Vacant
156	No # listed No name listed	177-17-801-009	Vacant
157	No # listed No name listed	177-17-801-010	Vacant
158	No # listed No name listed	177-20-104-007	Vacant
159	No # listed No name listed	177-20-104-010	Vacant
160	No # listed No name listed	177-20-104-015	Vacant
161	No # listed No name listed	177-20-204-003	Vacant
162	No # listed No name listed	177-20-204-010	Vacant
163	No # listed No name listed	177-20-302-003	Vacant
164	No # listed No name listed	177-20-302-014	Vacant
165	No # listed No name listed	177-20-396-002	Vacant
166	No # listed No name listed	177-20-501-004	Vacant
167	No # listed No name listed	177-20-501-024	1997
168	No # listed No name listed	177-20-801-001	Vacant
169	No # listed No name listed	177-21-201-010	Vacant
170	No # listed No name listed	177-28-301-002	Vacant

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#	Address	APN	Built
171	No # listed No name listed	177-29-301-030	Vacant
172	No # listed No name listed	177-29-402-001	Vacant
173	No # listed No name listed	177-29-402-002	Vacant
174	No # listed No name listed	177-29-402-003	Vacant
175	No # listed No name listed	177-29-402-004	Vacant
176	No # listed No name listed	177-29-402-006	Vacant
177	No # listed No name listed	177-29-601-003	Vacant
178	No # listed No name listed	177-29-701-001	Vacant
179	No # listed No name listed	177-29-701-009	Vacant
180	No # listed No name listed	177-29-701-021	Vacant
181	No # listed No name listed	177-29-801-005	Vacant
182	No # listed No name listed	177-29-801-014	Vacant
183	No # listed No name listed	177-29-801-015	Vacant
184	No # listed No name listed	177-29-801-016	Vacant
185	No # listed No name listed	177-29-801-017	Vacant
186	No # listed No name listed	177-29-801-018	Vacant
187	No # listed No name listed	177-29-801-020	Vacant
188	No # listed No name listed	177-29-801-022	Vacant
189	No # listed No name listed	177-29-801-024	Vacant
190	No # listed No name listed	177-29-801-026	2005
191	No # listed No name listed	177-32-101-001	Vacant
192	No # listed No name listed	177-32-101-011	Vacant
193	No # listed No name listed	177-32-501-001	Vacant
194	No # listed No name listed	177-32-501-002	Vacant
195	No # listed No name listed	177-32-502-001	Vacant
196	No # listed No name listed	177-32-502-002	Vacant
197	No # listed No name listed	177-32-502-003	Vacant
198	No # listed No name listed	177-32-601-002	Vacant
199	No # listed No name listed	177-32-601-003	Vacant
200	No # listed No name listed	177-32-601-004	Vacant
201	No # listed No name listed	177-32-701-002	Vacant
202	No # listed No name listed	177-32-701-003	Vacant
203	No # listed No name listed	177-32-701-004	Vacant
204	No # listed No name listed	177-32-801-001	Vacant

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#	Address	APN	Built
205	No # listed No name listed	177-33-101-013	Vacant
206	No # listed No name listed	191-05-101-008	Vacant
207	No # listed No name listed	191-05-101-017	Vacant
208	No # listed No name listed	191-05-201-002	Vacant
209	No # listed No name listed	191-05-201-012	Vacant
210	No # listed No name listed	191-05-501-001	Vacant
211	No # listed No name listed	191-05-501-006	Vacant
212	No # listed No name listed	191-05-501-007	Vacant
213	No # listed No name listed	191-08-501-012	Vacant
214	No # listed No name listed	191-17-101-001	Vacant
215	No # listed No name listed	191-17-301-001	Vacant
216	No # listed No name listed	191-17-301-002	Vacant
217	No # listed No name listed	191-17-302-001	Vacant
218	No # listed No name listed	191-17-401-001	Vacant
219	No # listed No name listed	191-17-401-002	Vacant
220	No # listed No name listed	191-17-402-001	Vacant
221	No # listed No name listed	191-17-402-002	Vacant
222	No # listed No name listed	191-17-402-003	Vacant
223	No # listed No name listed	191-17-402-005	Vacant
224	No # listed No name listed	191-17-402-006	Vacant
225	No # listed No name listed	191-17-601-007	Vacant
226	No # listed No name listed	191-17-601-010	Vacant
227	No # listed No name listed	191-17-701-003	Vacant
228	No # listed No name listed	191-17-801-001	Vacant
229	No # listed No name listed	191-17-801-009	Vacant
230	No # listed No name listed	191-19-601-008	Vacant
231	No # listed No name listed	191-19-601-009	Vacant
232	No # listed No name listed	191-19-701-004	Vacant
233	No # listed No name listed	191-19-701-005	Vacant
234	No # listed No name listed	191-19-801-003	Vacant
235	No # listed No name listed	191-20-101-008	Vacant
236	No # listed No name listed	191-20-201-001	Vacant
237	No # listed No name listed	191-20-201-003	Vacant
238	No # listed No name listed	191-20-201-004	Vacant
239	No # listed No name listed	191-20-301-002	Vacant
240	No # listed No name listed	191-20-301-005	Vacant

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#	Address	APN	Built
241	No # listed No name listed	191-20-301-006	Vacant
242	No # listed No name listed	191-20-301-008	Vacant
243	No # listed No name listed	191-30-501-002	Vacant
244	4015 Paplinski Parkway	191-19-701-002	2003
245	8347 Parvin St.	177-17-601-003	Vacant
246	3073 Pawtucket Ln.	191-05-317-024	2005
247	3074 Pawtucket Ln.	191-05-317-025	2005
248	2870 Pebble Rd., West	177-17-801-008	2004
249	3085 Pebble Rd., West	177-20-104-004	1978
250	3131 Pebble Rd., West	177-20-104-002	1995
251	3175 Pebble Rd., West	177-20-104-001	1987
252	3200 Pebble Rd., West	177-20-104-005	1956
253	3255 Pebble Rd., West	177-20-103-004	1987
254	3270 Pebble Rd., West	177-17-407-009	1988
255	3284 Pebble Rd., West	177-17-407-008	1997
256	3285 Pebble Rd., West	177-20-103-003	1986
257	3325 Pebble Rd., West	177-20-103-002	1986
258	3378 Pebble Rd., West	177-17-407-007	1975
259	3385 Pebble Rd., West	177-20-103-001	2002
260	8945 Pebble Rd., West	177-20-103-007	1978
261	No # listed Pebble Rd., West	177-20-512-000	2006
262	11208 Pierre Milano St.	177-32-419-034	Vacant
263	11214 Pierre Milano St.	177-32-419-035	Vacant
264	11220 Pierre Milano St.	177-32-419-036	Vacant
265	11226 Pierre Milano St.	177-32-419-037	Vacant
266	11232 Pierre Milano St.	177-32-419-038	Vacant
267	11238 Pierre Milano St.	177-32-419-039	Vacant
268	11244 Pierre Milano St.	177-32-419-040	Vacant
269	11250 Pierre Milano St.	177-32-419-041	Vacant
270	11256 Pierre Milano St.	177-32-419-042	Vacant
271	11262 Pierre Milano St.	177-32-419-043	Vacant
272	11268 Pierre Milano St.	177-32-419-044	Vacant
273	11274 Pierre Milano St.	177-32-419-045	Vacant
274	11280 Pierre Milano St.	177-32-419-001	Vacant
275	11286 Pierre Milano St.	177-32-419-002	Vacant

A. Abdalla  
 May 31, 2007  
 Page 10

#	Address	APN	Built
276	11292 Pierre Milano St.	177-32-419-003	Vacant
277	6940 Polaris Ave.	177-05-303-003	2002
278	6960 Polaris Ave.	177-05-303-011	1976
279	6976 Polaris Ave.	177-05-303-007	1976
280	6990 Polaris Ave.	177-05-303-008	1976
281	9001 Purple Leaf St.	177-20-511-001	2002
282	9007 Purple Leaf St.	177-20-511-002	2002
283	9013 Purple Leaf St.	177-20-511-003	2002
284	9019 Purple Leaf St.	177-20-511-004	2003
285	9025 Purple Leaf St.	177-20-511-005	2003
286	9031 Purple Leaf St.	177-20-511-006	2003
287	9037 Purple Leaf St.	177-20-511-007	2003
288	9043 Purple Leaf St.	177-20-511-008	2003
289	9049 Purple Leaf St.	177-20-511-009	2003
290	9055 Purple Leaf St.	177-20-511-010	2003
291	9061 Purple Leaf St.	177-20-511-011	2003
292	9067 Purple Leaf St.	177-20-511-012	2003
293	9073 Purple Leaf St.	177-20-511-013	2004
294	9079 Purple Leaf St.	177-20-511-014	2004
295	3045 Pyle Ave., West	177-29-301-007	1994
296	3055 Pyle Ave., West	177-29-301-009	1993
297	3065 Pyle Ave., West	177-29-301-008	1994
298	3075 Pyle Ave., West	177-29-301-006	1998
299	3170 Pyle Ave., West	177-29-207-004	1990
300	3068 Rabbitto Ct.	191-05-317-032	2005
301	3069 Rabbitto Ct.	191-05-317-031	2005
302	3085 Raven Ave.	177-20-104-014	2001
303	3210 Raven Ave.	177-20-103-012	1982
304	11738 Raveno Bianco Pl.	191-05-317-041	2005
305	11748 Raveno Bianco Pl.	191-05-317-040	2005
306	2887 Red Ct.	177-20-610-017	2000
307	2888 Red Ct.	177-20-610-016	2000
308	2889 Red Rooster Ct.	177-20-610-009	2000
309	2890 Red Rooster Ct.	177-20-610-008	1999
310	2700 Richmar Ave., West	177-20-701-005	1998



A. Abdalla  
May 31, 2007  
Page 11

#	Address	APN	Built
311	3040 Richmar Ave., West	177-20-302-013	1984
312	3045 Richmar Ave., West	177-20-403-002	1985
313	3080 Richmar Ave., West	177-20-302-012	1984
314	3197 Richmar Ave., West	177-20-403-003	Vacant
315	2700 Richmar Ave., West #87	177-20-701-008	Vacant
316	800 Roban Ave., West	191-17-601-011	1999
317	825 Roban Ave., West	191-17-701-001	2002
318	845 Roban Ave., West	191-17-701-002	1976
319	2695 Robindale Rd., West	177-08-701-003	1970
320	2828 Robindale Rd., West	177-08-601-004	Vacant
321	3014 Saffredi Ln.	191-05-216-001	2005
322	3043 Saffredi Ln.	191-05-317-043	2005
323	3006 Scalise Ct.	177-32-317-004	2004
324	3007 Scalise Ct.	177-32-317-003	2003
325	13940 Schuster St.	191-19-501-005	2003
326	14126 Schuster St.	191-19-601-007	Vacant
327	14165 Schuster St.	191-19-601-006	Vacant
328	32 Serene Ave., East	177-21-221-000	Vacant
329	68 Serene Ave., East	177-21-220-000	2006
330	2720 Serene Ave., West	177-20-601-009	1998
331	3125 Serene Ave., West	177-20-302-002	1994
332	3130 Serene Ave., West	177-20-204-012	1982
333	3145 Serene Ave., West	177-20-302-005	1994
334	2770 Silverado Ranch Blvd., West	177-20-801-012	1998
335	4455 Sloan Rd.	191-19-301-013	2001
336	11920 Southern Highlands Pkwy.	191-05-415-004	2006
337	11930 Southern Highlands Pkwy.	191-05-415-005	2003
338	9634 Sultana St.	177-20-403-009	1994
339	3165 Sunset Rd., West	177-05-101-027	2001
340	2874 Torino Ave., West	177-17-801-003	Vacant
341	3055 Torino Ave., West	177-17-404-008	Vacant
342	3155 Torino Ave., West	177-17-404-010	1992
343	3165 Torino Ave., West	177-17-404-009	1990
344	3175 Torino Ave., West	177-17-404-005	1995
345	3233 Torino Ave., West	177-17-407-005	1981

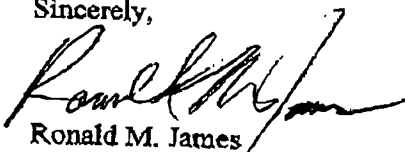
A. Abdalla  
May 31, 2007  
Page 12

#	Address	APN	Built
346	11218 Tuscolana St.	177-32-418-065	2003
347	11224 Tuscolana St.	177-32-418-064	2003
348	11230 Tuscolana St.	177-32-418-063	2003
349	11236 Tuscolana St.	177-32-418-062	2003
350	11242 Tuscolana St.	177-32-418-061	2003
351	11248 Tuscolana St.	177-32-418-060	2004
352	11254 Tuscolana St.	177-32-418-059	2003
353	11260 Tuscolana St.	177-32-418-058	2003
354	11266 Tuscolana St.	177-32-418-057	2003
355	11272 Tuscolana St.	177-32-418-056	2003
356	11278 Tuscolana St.	177-32-418-055	2003
357	11279 Tuscolana St.	177-32-418-054	2003
358	13664 US Hwy 91, South	191-17-402-007	2002
359	13750 Valley View Blvd.	191-20-101-013	Vacant
360	3025 Vicki Ave.	177-20-204-007	1992
361	11289 Victoria Medici St.	177-32-419-013	2007
362	2850 Warm Springs Rd., West	177-05-801-028	Vacant
363	2725 Wigwam Ave., West	177-17-701-017	1998
364	2750 Wigwam Ave., West	177-17-601-004	2002
365	3020 Wigwam Ave., West	177-17-206-004	1999
366	3150 Wigwam Ave., West	177-17-206-002	1998
367	2711 Windmill Ln., West	177-17-501-001	1996

The SHPO concurs with FHWA's determination of 'No Historic Properties Affected' for the subject undertaking. *Please note that the SHPO awaits the black and white negatives, contact sheets, and photo logs for the nine resources surveyed using the HRIF.*

If you have any questions, please contact Rebecca R. Ossa, Architectural Historian at 775-684-3441 or via email at: [rossa@clan.lib.nv.us](mailto:rossa@clan.lib.nv.us).

Sincerely,



Ronald M. James  
State Historic Preservation Officer

Cc: C. Creiger, NDOT

**Federal Highway Administration  
Nevada Division**

June 6, 2006

**Native American Consultation Report**  
FHWA Project: NH-015-1(130)  
NDOT EA: 73215

**Project Description:** The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to enhance the I-15 corridor for interstate travel through southern Las Vegas and for improved local circulation and access. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements. The envisioned project includes several major components, including I-15 freeway improvements; Las Vegas Boulevard South improvements; potential interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road; collector-distributor roads; frontage roads; and I-15/I-215 system interchange improvements.

**Scope of Consultation:** After reviewing the scope of the project's preliminary design, and the nature and extent of potential effects on historic properties (36 CFR §800.4(a) & (b)(1)). The FHWA has made a reasonable and good faith effort to identify Indian Tribes that may have an interest in the Sec. 106 process (36 CFR §800.3(f)(2)). Based on that identification effort, the FHWA determined that formal consultation with the following Native American tribes and groups was appropriate:

Las Vegas Paiute Tribe, Las Vegas, Nevada  
Las Vegas Indian Center, Las Vegas, Nevada  
Moapa Paiute Tribe, Moapa, Nevada  
Pahrump Paiute Tribe, Pahrump, Nevada

Formal government-to-government consultation pursuant to the National Historic Preservation Act (NHPA) was initiated through letters dated September 14, 2005.

**Results of Consultation:**

Las Vegas Paiute Tribe, Las Vegas, Nevada  
Represented by Ms. Alfreda Mitre, Tribal Chairperson  
Represented by Mr. Kenny Anderson, Cultural Resource Director

On October 3, 2005, Ms. Alfreda Mitre (Tribal Chairperson) signed and returned the Native American Response Form with "no objection to the proposed project based on the information provided". The Las Vegas Paiute do wish to remain informed of any changes to the project and any historic properties discovered during implementation of the project. In addition a meeting with Mr. Anderson on December 13, 2005, Elizabeth Dubreuil (NDOT Native American Consultation Coordinator) explained the project to Mr. Anderson. Mr. Anderson expressed no concerns regarding the project as planned. However, Mr. Anderson would like the Tribe to be contacted if any inadvertent finds are

made. There has been no further communication with the Tribe concerning this matter.

Moapa Paiute Tribe, Moapa, Nevada  
Represented by Mr. Delton Tom, Chairman

Several attempts to contact Mr. Swain (Tribal Chairman at the time) during the months of October, November and December 2005 were made. During the first part of January 2006 Ms. Dubreuil was informed that a new Chairman was being elected to office. Ms. Dubreuil was directed to contact the Moapa again in February. A fax with project description and map was also forwarded to Acting Chairman, Delton Tom. On March 7<sup>th</sup>, Ms. Dubreuil contacted Mr. Tom, now the Chairman for the Moapa. Mr. Tom deferred to the Las Vegas Paiute Tribe and said the Moapa had no concerns with the project. If any inadvertent finds are made during construction, Mr. Tom will be contacted by FHWA. There has been no further communication with the Tribe concerning this matter.

Pahrump Paiute Tribe, Pahrump, Nevada and Las Vegas Indian Center, Las Vegas, Nevada  
Represented by Mr. Richard Arnold, Chairman

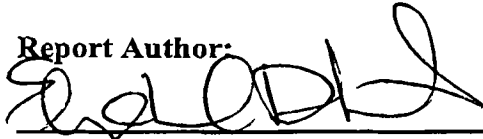
Several attempts to contact Mr. Arnold (Tribal Chairman) during the months of October, November, December 2005, January and February 2006 were made by Elizabeth Dubreuil (NDOT Native American Consultation Coordinator). Attempts to make arrangements for meeting Mr. Arnold were also made. Unfortunately, Mr. Arnold could not be reached for comment. FHWA will insure that Mr. Arnold is contacted if any inadvertent finds are made. There has been no further communication with the Tribe concerning this matter.

Based on these responses, the FHWA has determined that the consulted tribes have had a reasonable opportunity to identify their concerns about historic properties (36 CFR §800.2(c)(2)(ii)(A)).

Based on this consultation, the FHWA has determined that there are presently no outstanding Native American concerns regarding NHPA issues surrounding this project as proposed.

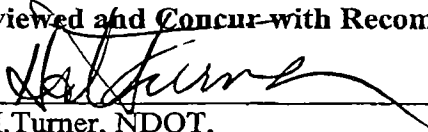
If during the course of this project, the project design significantly changes with respect to factors involving NHPA, or if objects known to be of concern to Native Americans are located, or if recognized Native American tribes or groups wish additional consultation, the FHWA will address these situations as appropriate. If additional consultation occurs, the FHWA will contact the Nevada SHPO and other interested parties as appropriate.

**Report Author:**



Elizabeth A. Dubreuil, NDOT  
Native American Consultation Coordinator

**Reviewed and Concur with Recommendations:**



T.H. Turner, NDOT,  
Cultural Resource Manager



U.S. Department  
of Transportation  
Federal Highway  
Administration

705 North Plaza St. Suite 220  
Carson City, NV 89701

September 14, 2005

Nevada Division

In Reply Refer To:  
HDA-NV

Subject: I-15 South (Sloan to Tropicana) Project  
Project #: NH-01501(130) EA: 73215

Alfreda Mitre, Chairwoman  
Las Vegas Paiute Tribe  
One Paiute Drive  
Las Vegas, NV 89106

Dear Ms. Mitre:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), other federal regulations and executive orders, the FHWA is requesting your government-to-government consultation on a proposed Federal-aid highway project. The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is studying potential transportation improvements to the Interstate 15 corridor from Tropicana Avenue to the Sloan Road Interchange in the City of Henderson and Clark County, Nevada.

The project is proposed to enhance the I-15 corridor for interstate travel through southern Las Vegas and for improved local circulation and access. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements. The envisioned project includes several major components, including I-15 freeway improvements; Las Vegas Boulevard South improvements; potential interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road; collector-distributor roads; frontage roads; and I-15/I-215 systems interchange improvements (see attached map).

In compliance with the National Environmental Policy Act of 1969 (NEPA), FHWA and NDOT are preparing a NEPA document to evaluate the potential impacts of the proposed project. This letter is intended to inform you of the current study and solicit your comments concerning the project.

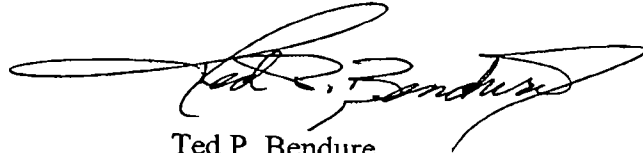
The cultural resource inventories completed during the original I-15 corridor study will be used for this portion of the project.

If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. If you would like a meeting regarding this project,



or the overall program, I would be happy to meet with you as soon as possible. I can be contacted by telephone at 775-687-3803. You may also mail or fax (775-687-3803) the attached consultation response form to me. Thank you for your time and consideration.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Ted P. Bendure", with a large, sweeping flourish extending to the left.

Ted P. Bendure  
Environmental Program Manager

Enclosures  
Response Form  
Project Location Map

cc: Hal Turner, NDOT  
Kenny Anderson, Las Vegas PT

**Nevada Division Office  
Federal Highway Administration  
Native American Consultation  
Response Form**

Subject: I-15 South (Sloan to Tropicana) Project

Return to: Ted P. Bendure  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

From: Alfreda Mitre, Chairwoman  
Las Vegas Paiute Tribe  
One Paiute Drive  
Las Vegas, NV 89106

Reply: Please check one of the options below, or provide other comments, as appropriate.

- The Las Vegas Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.
- The Las Vegas Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of official environmental and cultural resource documents prepared for this project be forwarded to the following person:

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

- The Las Vegas Paiute Tribe requests further consultation to address our concerns. Please contact the following person to discuss this matter further.

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

Signature: Name \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

705 North Plaza St. Suite 220  
Carson City, NV 89701

September 14, 2005

Nevada Division

In Reply Refer To:  
HDA-NV

Subject: I-15 South (Sloan to Tropicana) Project  
Project #: NH-01501(130)  
EA: 73215

Richard Arnold, Director  
Las Vegas Indian Center  
2300 W. Bonanza  
Las Vegas, NV 89106

Dear Mr. Arnold:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), other federal regulations and executive orders, the FHWA is requesting your government-to-government consultation on a proposed Federal-aid highway project. The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is studying potential transportation improvements to the Interstate 15 corridor from Tropicana Avenue to the Sloan Road Interchange in the City of Henderson and Clark County, Nevada.

The project is proposed to enhance the I-15 corridor for interstate travel through southern Las Vegas and for improved local circulation and access. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements. The envisioned project includes several major components, including I-15 freeway improvements; Las Vegas Boulevard South improvements; potential interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road; collector-distributor roads; frontage roads; and I-15/I-215 systems interchange improvements (see attached map).

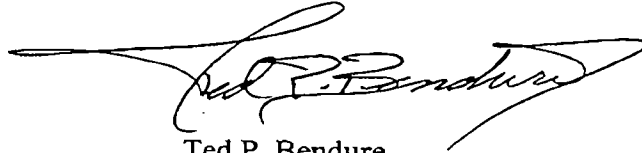
In compliance with the National Environmental Policy Act of 1969 (NEPA), FHWA and NDOT are preparing a NEPA document to evaluate the potential impacts of the proposed project. This letter is intended to inform you of the current study and solicit your comments concerning the project.

The cultural resource inventories completed during the original I-15 corridor study will be used for this portion of the project.



If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. If you would like a meeting regarding this project, or the overall program, I would be happy to meet with you as soon as possible. I can be contacted by telephone at 775-687-3803. You may also mail or fax (775-687-3803) the attached consultation response form to me. Thank you for your time and consideration.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Ted P. Bendure", with a long horizontal flourish extending to the left.

Ted P. Bendure  
Environmental Program Manager

Enclosures  
Response Form  
Project Location Map

cc: Hal Turner, NDOT

**Nevada Division Office  
Federal Highway Administration  
Native American Consultation  
Response Form**

Subject: I-15 South (Sloan to Tropicana) Project

Return to: Ted P. Bendure  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

From: Richard Arnold, Director  
Las Vegas Indian Center  
2300 W. Bonanza  
Las Vegas, NV 89106

Reply: Please check one of the options below, or provide other comments, as appropriate.

- The Las Vegas Indian Center has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.
- The Las Vegas Indian Center has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of official environmental and cultural resource documents prepared for this project be forwarded to the following person:

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

- The Las Vegas Indian Center requests further consultation to address our concerns. Please contact the following person to discuss this matter further.

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

Signature: Name \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

705 North Plaza St. Suite 220  
Carson City, NV 89701

September 14, 2005

Nevada Division

In Reply Refer To:  
HDA-NV

Subject: I-15 South (Sloan to Tropicana) Project  
Project #: NH-01501(130) EA: 73215

Richard Arnold, Chairman  
Las Vegas Indian Center  
2300 W. Bonanza  
Las Vegas, NV 89106

Dear Mr. Arnold:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), other federal regulations and executive orders, the FHWA is requesting your government-to-government consultation on a proposed Federal-aid highway project. The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is studying potential transportation improvements to the Interstate 15 corridor from Tropicana Avenue to the Sloan Road Interchange in the City of Henderson and Clark County, Nevada.

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In compliance with the National Environmental Policy Act of 1969 (NEPA), FHWA and NDOT are preparing a NEPA document to evaluate the potential impacts of the proposed project. This letter is intended to inform you of the current study and solicit your comments concerning the project.

The cultural resource inventories completed during the original I-15 corridor study will be used for this portion of the project.

If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. If you would like a meeting regarding this project,



or the overall program, I would be happy to meet with you as soon as possible. I can be contacted by telephone at 775-687-3803. You may also mail or fax (775-687-3803) the attached consultation response form to me. Thank you for your time and consideration.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Ted P. Bendure", written in a cursive style with a long horizontal flourish extending to the left.

Ted P. Bendure  
Environmental Program Manager

Enclosures  
Response Form  
Project Location Map

cc: Hal Turner, NDOT

**Nevada Division Office  
Federal Highway Administration  
Native American Consultation  
Response Form**

Subject: I-15 South (Sloan to Tropicana) Project

Return to: Ted P. Bendure  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

From: Richard Arnold, Chairman  
Pahrump Paiute Tribe  
2300 W. Bonanza  
Las Vegas, NV 89106

Reply: Please check one of the options below, or provide other comments, as appropriate.

The Pahrump Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

The Pahrump Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of official environmental and cultural resource documents prepared for this project be forwarded to the following person:

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

The Pahrump Paiute Tribe requests further consultation to address our concerns. Please contact the following person to discuss this matter further.

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

Signature: Name \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

705 North Plaza St. Suite 220  
Carson City, NV 89701

September 14, 2005

Nevada Division

In Reply Refer To:  
HDA-NV

Subject: I-15 South (Sloan to Tropicana) Project  
Project #: NH-01501(130) EA: 73215

Philbert Swain, Chairman  
Moapa Band of Paiutes  
PO Box 340  
Moapa, NV 89025

Dear Mr. Swain:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), other federal regulations and executive orders, the FHWA is requesting your government-to-government consultation on a proposed Federal-aid highway project. The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is studying potential transportation improvements to the Interstate 15 corridor from Tropicana Avenue to the Sloan Road Interchange in the City of Henderson and Clark County, Nevada.

The project is proposed to enhance the I-15 corridor for interstate travel through southern Las Vegas and for improved local circulation and access. Both existing congestion and projected increases in traffic necessitate consideration of the proposed improvements. The envisioned project includes several major components, including I-15 freeway improvements; Las Vegas Boulevard South improvements; potential interchanges at Sloan Road, Bermuda Road, Starr Avenue, Cactus Avenue, and Pebble Road; collector-distributor roads; frontage roads; and I-15/I-215 systems interchange improvements (see attached map).

In compliance with the National Environmental Policy Act of 1969 (NEPA), FHWA and NDOT are preparing a NEPA document to evaluate the potential impacts of the proposed project. This letter is intended to inform you of the current study and solicit your comments concerning the project.

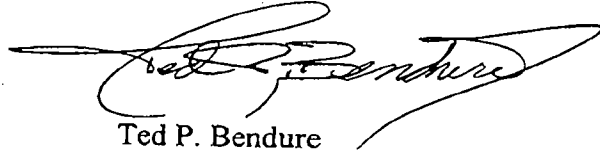
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If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. If you would like a meeting regarding this project,



or the overall program, I would be happy to meet with you as soon as possible. I can be contacted by telephone at 775-687-3803. You may also mail or fax (775-687-3803) the attached consultation response form to me. Thank you for your time and consideration.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Ted P. Bendure", written in a cursive style.

Ted P. Bendure  
Environmental Program Manager

Enclosures  
Response Form  
Project Location Map

cc: Hal Turner, NDOT



**Nevada Division Office  
Federal Highway Administration  
Native American Consultation  
Response Form**

Subject: I-15 South (Sloan to Tropicana) Project

Return to: Ted P. Bendure  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

From: Philbert Swain, Chairman  
Moapa Band of Paiutes  
PO Box 340  
Moapa, NV 89025

Reply: Please check one of the options below, or provide other comments, as appropriate.

The Moapa Band of Paiutes has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

The Moapa Band of Paiutes has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of official environmental and cultural resource documents prepared for this project be forwarded to the following person:

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

The Moapa Band of Paiutes requests further consultation to address our concerns. Please contact the following person to discuss this matter further.

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

Signature: Name \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_

**Nevada Division Office  
Federal Highway Administration  
Native American Consultation  
Response Form**

Subject: I-15 South (Sloan to Tropicana) Project

Return to: Ted P. Bendure  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

From: Alfreda Mitre, Chairwoman  
Las Vegas Paiute Tribe  
One Paiute Drive  
Las Vegas, NV 89106

Reply: Please check one of the options below, or provide other comments, as appropriate.

The Las Vegas Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

The Las Vegas Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of official environmental and cultural resource documents prepared for this project be forwarded to the following person:

Contact Person: Alfreda L. Mitre  
Telephone Number: 702-386-3926

The Las Vegas Paiute Tribe requests further consultation to address our concerns. Please contact the following person to discuss this matter further.

Contact Person: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

Signature: Name Alfreda L. Mitre  
Title Tribal Chairperson  
Date 10-03-05