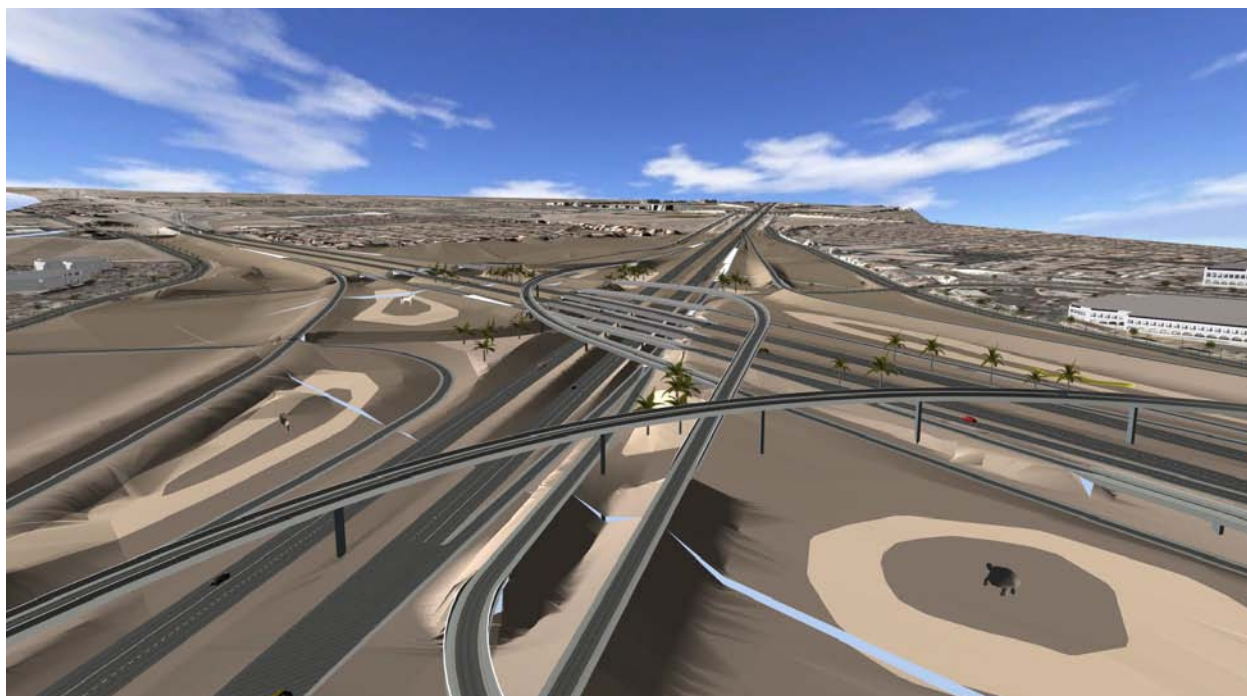


United States Department of Transportation  
Federal Highway Administration  
and the  
Nevada Department of Transportation



**RE-EVALUATION**  
of the  
**Environmental Assessment**  
**US 95 Northwest – Washington Avenue to Kyle Canyon**  
**Clark County, Nevada**

**FHWA-NV-EA 07.01**

December – 2012

**FEDERAL HIGHWAY ADMINISTRATION  
NEVADA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL IMPACT STATEMENT RE-EVALUATION**

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This document covers changes that have occurred since the Environmental Assessment (EA) of the US 95 Northwest – Washington Avenue to Kyle Canyon project dated October 4, 2007.

**Project Name:** US 95 Northwest – Washington Avenue to Kyle Canyon Road

**Project Location:** The project is located in Las Vegas, Clark County, Nevada. The project is proposing to improve United States Highway 95 (US 95) from Washington Avenue to Kyle Canyon Road (State Route 157) for a distance of 13 miles (*Figure 1-1*). This project proposes to add lanes to US 95, interchanges at Horse Drive and Kyle Canyon Road, and a system to system interchange (*Figure 1-2*) between US 95 and the Bruce Woodbury Beltway (CC-215). US 95 is a six lane freeway from Washington Avenue to Craig Road and a four-lane freeway from Craig Road to Kyle Canyon Road.

**Project Identification Numbers:**

NDOT Project ID Number: 73013

FHWA Project ID Number: NH-095-2(043)

**Document Type & Approval Date:**

Environmental Assessment (EA): October 4, 2007

Finding of No Significant Impact (FONSI): May 6, 2008

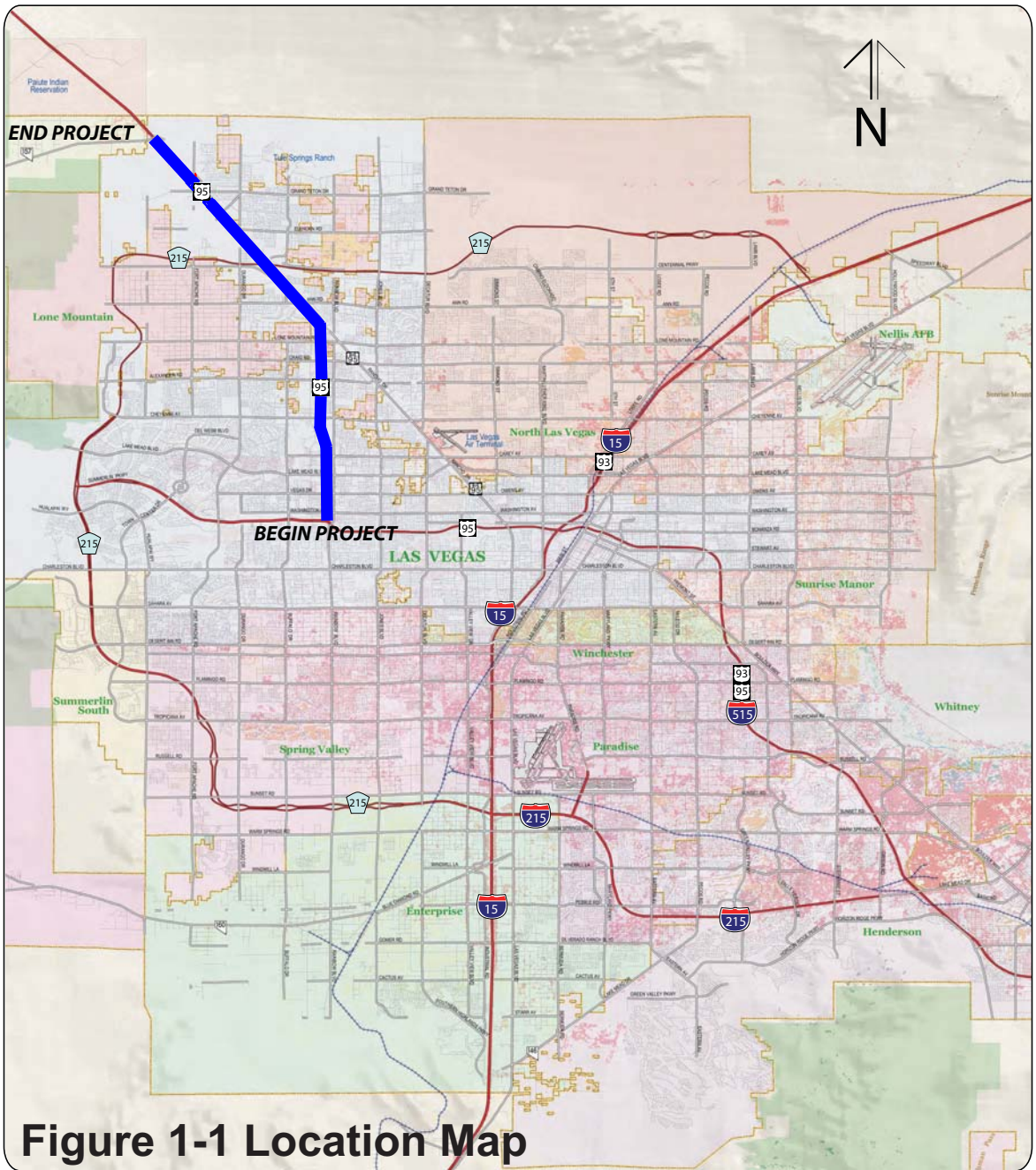
**Date of Last FHWA Major Approval Action:**

Approval of Construction for Phase 1 was issued on June 8, 2010.

This document was prepared to re-evaluate the changed conditions of the above reference project and to determine if the original EA and FONSI remain valid (23 CFR 771.129). It covers only changes that have occurred since the EA was approved by the Federal Highway Administration (FHWA) on October 4, 2007 and the FONSI was signed on May 7, 2008. There have been no changes in the project scope or general limits and the purpose and need remain the same.

**Project History:** The US 95 Corridor from Washington Avenue to Kyle Canyon Road is one of the fastest growing areas in southern Nevada. The US 95 freeway facility links urbanized Las Vegas on the south to rural Clark County and the Paiute Indian Reservation on the north. This highway also serves as the only major transportation link between Las Vegas and the Toiyabe National Forest, commonly known as Mount Charleston. Mount Charleston serves a dual role as a small community and as a gateway for southern Nevadans, attracting thousands of vehicles every weekend.

The Regional Transportation Commission of Southern Nevada (RTC), its member agencies and the Nevada Department of Transportation (NDOT) are advancing a program of modal improvements (e.g. highway, transit) to provide a balanced transportation system for the Las Vegas Valley. NDOT and the FHWA, in coordination with the City of Las Vegas (City), Clark County and RTC, have completed the National Environmental Policy Act (NEPA) documents to

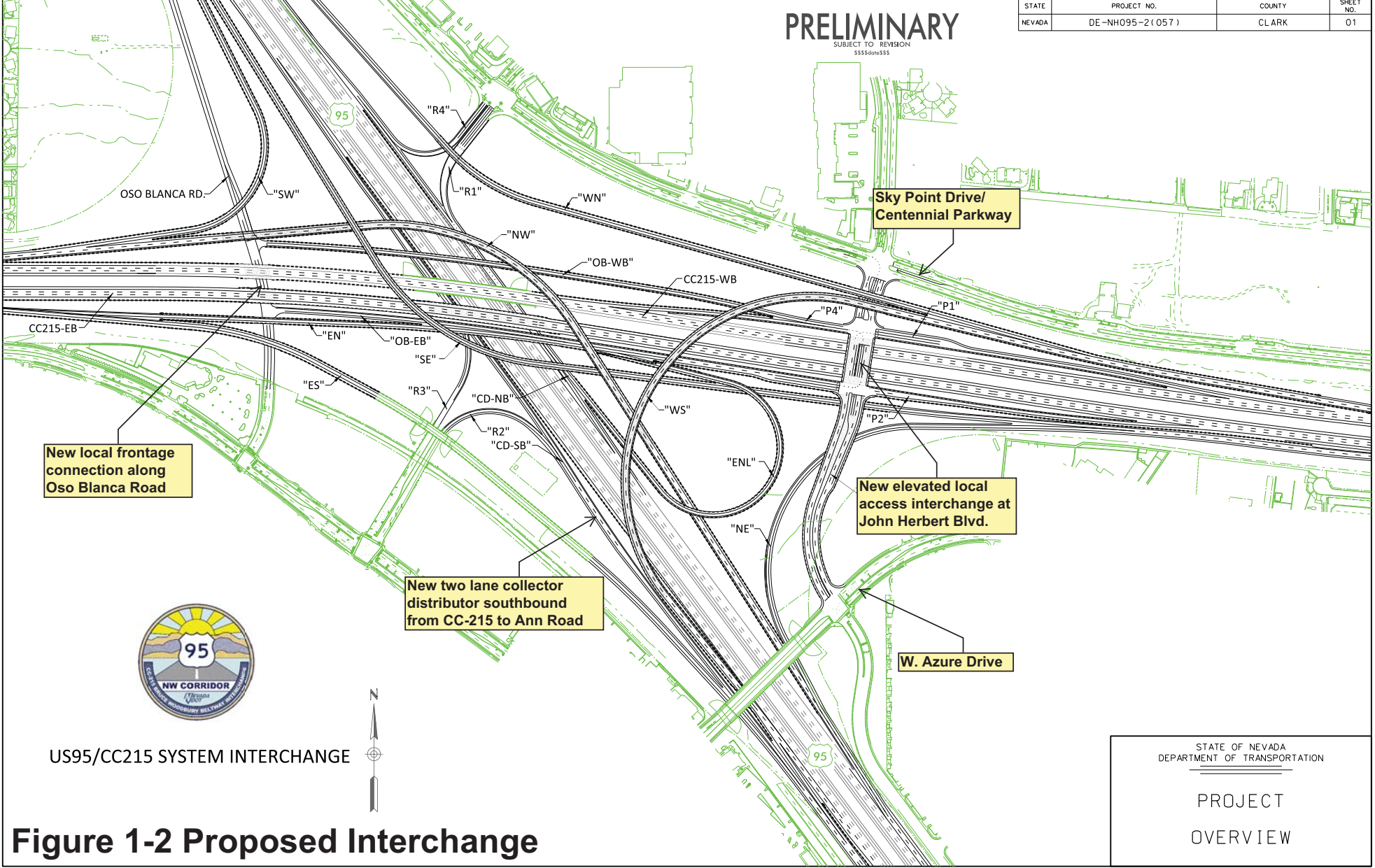


**Figure 1-1 Location Map**



**PRELIMINARY**  
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STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	DE-NH095-2(057)	CLARK	01



**New local frontage connection along Oso Blanca Road**

**New two lane collector distributor southbound from CC-215 to Ann Road**

**New elevated local access interchange at John Herbert Blvd.**



US95/CC215 SYSTEM INTERCHANGE



**Figure 1-2 Proposed Interchange**

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
  
PROJECT  
OVERVIEW

evaluate transportation improvements to the US 95 Corridor, from Washington Avenue to Kyle Canyon Road (SR 157) in northwest Las Vegas, Nevada.

Phase 1 will be completed in the fall of 2012 and Phase 4 of the 5 phase project has been completed. Underlined text highlights design refinements.

#### Phase 1 - Washington Avenue to Ann Road and at Durango Drive

- US 95 will be widened from three general purpose lanes in each direction to accommodate one High Occupancy Vehicle (HOV) lane and auxiliary lanes in each direction from Washington Avenue to Ann Road.
- The Gowan Road grade separation will be widened.
- Tieback walls will be constructed at the grade separation and interchange structures.
- The loop ramp in the southeast quadrant at the Cheyenne interchange will not be constructed. Instead of building the loop ramp, the Cheyenne Bridge was widened, a left turn lane was added, and the storage length was increased to accommodate the north bound on-ramp traffic. No additional right-of-way was needed for the widened bridge.
- The operation of Durango Drive interchange will be improved by constructing a loop ramp to accommodate the heavy westbound Durango Drive to southbound US95 demand. No additional right-of-way was needed for the loop ramp.
- Sound walls will be constructed in noise sensitive areas. Selected sound walls will not be built in Phase 1 of the project, which were identified in the EA (see Section R. Noise Impacts). One wall will not be constructed due to a request by the landowner. The other two walls will not be constructed as a result of further noise analysis which indicated they were not needed or required.
- This phase will perpetuate drainage, lighting, signing and Intelligent Transportation Systems (ITS) facilities.
- Landscape and Aesthetic features will be provided with this construction.
- Utilities will be relocated as necessary to accommodate the proposed highway improvements.
- Completion scheduled for fall 2012

#### Phase 4 - US 95 at Horse Drive

- This phase included the construction of a new service interchange at Horse Drive.
- Horse Drive interchange was proposed as the first project to be constructed in the corridor and was completed on May 27, 2011.
- This phase perpetuated drainage, lighting, signing and ITS facilities.
- Landscape and Aesthetic features were provided with this construction.
- Utilities in this phase were relocated as necessary to accommodate the proposed highway improvements.
- Phase 4 is completed and in accordance with the original EA.

Although portions of the project have been completed, design refinements and the addition of a local access interchange required the preparation of this Re-Evaluation.

<b>I Proposed Action:</b>	<b>Yes</b>	<b>No</b>
1. Have changes occurred in the project scope or limits since the approval of the original environmental document or subsequent environmental re-evaluation?	<b>X</b>	
2. Has there been a change in the project design parameters since the original environmental document or subsequent environmental document was approved?	<b>X</b>	

Four phases of the project remain to be completed. Design refinements have been incorporated into these phases. The following is a summary of the elements of each phase. Underlined text highlights proposed design refinements.

Phase 1 – Washington Avenue to Ann Rd. and at Durango Dr. (Completion scheduled for fall 2012, see Project History)

Phase 2 - Ann Road to Kyle Canyon Road:

- This phase includes the widening of US 95 from three general purpose lanes in each direction to accommodate one HOV lane and auxiliary lanes in each direction from Ann Road to Centennial Parkway.
- US 95 will be widened from two general purpose lanes in each direction to accommodate one additional general purpose lane, one HOV lane and auxiliary lanes in each direction from Centennial Parkway to Durango Drive.
- US 95 will be widened from two general purpose lanes in each direction to accommodate one additional general purpose lane and auxiliary lanes in each direction from Durango Drive to Kyle Canyon Road.
- Sound walls will be constructed in noise sensitive areas.
- This phase will perpetuate drainage, lighting, signing and ITS facilities.
- Landscape and Aesthetic features will be provided with this construction.
- Utility conflicts will be mitigated as necessary to accommodate the proposed highway improvements.
- Based on current funding availability for this major transportation project the scope of work to be constructed in Phase 2 has been divided into two packages.
- Estimate of completion date for entire Phase 2: 2020 or later

Phase 3 – US 95/CC-215 Northern Beltway Interchange

- Design Refinements as of 2012, eliminates the originally proposed flyover for east bound CC-215 movements onto the northbound US 95 which was originally proposed in the EA. This flyover was eliminated based on further review of the very low traffic counts for this movement and in its place a loop ramp will be constructed at grade.
- The eastbound CC-215 will be constructed through the interchange from the Grand Monticeto Parkway to Tenaya Way. This will provide three lanes in both directions on the CC-215.
- A new local frontage connection will be provided along Oso Blanca Road (Figure 1-2).
- A two lane collector distributor southbound from CC-215 to Ann Road will be provided to achieve safe movements along the southbound edge of US 95 (Figure 1-2).
- The addition of an elevated local access interchange at John Herbert Boulevard is proposed (Figure 1-2). A small portion of additional right-of-way would be needed in order to complete this connection. The City of Las Vegas is working to secure this parcel in the southeast quadrant of the interchange. The current signal intersection will be upgraded to accommodate the connection.

- Current Design eliminates the Park and Ride Facility identified in the EA south of the Durango interchange. The RTC has built the new Centennial Hills Transit Center and Park and Ride south of the parcel outlined in the EA. The Centennial Hills Transit Center and Park & Ride includes approximately 900 surface parking spaces for cars, transit shelter and transit bays for future express transit service and local routes. The parcel identified by the EA, north of Oso Blanca Road, is no longer needed for the Park-N-Ride Facility.
- Based on current funding availability for this major transportation project, the scope of work to be constructed in Phase 3 has been divided into four packages. The plan is to complete the system to system interchange over the next 2-10 years (Figure 1-2).
- This phase will perpetuate drainage, lighting, signing and ITS facilities.
- Landscape and Aesthetic features will be provided with this construction.
- Utilities will be relocated as necessary to accommodate the proposed highway improvements
- Estimate of completion date: 2020 or later

Phase 4 – US 95 at Horse Drive (Completed, see Project History)

Phase 5 – US 95 at Kyle Canyon Road

- This Phase includes the construction of a new service interchange at Kyle Canyon Road.
- In order to complete this phase the extension of multiple culverts along US 95, south of Kyle Canyon Road is required.
- This phase will perpetuate drainage, lighting, signing and ITS facilities.
- Landscape and Aesthetic features will be provided with this construction.
- Utilities will be relocated as necessary to accommodate the proposed highway improvements
- Estimate of completion date: 2028 or later

All changes and updates described in this document will be reflected in the future Financial Plan updates for the US 95 Northwest Corridor. All additional parcels needed to accommodate changes in design not covered in the original EA study area were subject to environmental review/survey in conformance with applicable federal (Section 106, ESA, etc.), state and local laws.

<b>II Purpose and Need of Project:</b>	<b>Yes</b>	<b>No</b>
Has there been a change in the project purpose and need from what was described in the original environmental document or subsequent environmental documents?		<b>X</b>

<b>III Environmental Consequence</b>	<b>Yes</b>	<b>No</b>
Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e., new legislation, transportation infrastructure, or protected resources)?		<b>X</b>

<b>A. Right-of-Way Impacts</b>	<b>Yes</b>	<b>No</b>
Will the proposed changes to the project require additional fee right-of-way or temporary or permanent easements?	<b>X</b>	

In order to complete construction of improvements at the corner of US 95 and W. Alexander Road a small parcel 138-03-899-025 was acquired by the State of Nevada from Alexander-Tenaya, L.L.C. This parcel which totals 3,108 square feet (0.07 acres) was needed to complete drainage improvements. The parcel is located at the northwest corner of W. Alexander Road and US 95. In addition NDOT executed an Agreement for Construction Outside Right-of Way to complete this work (*Figure 1-3*).

The new design for the US95/CC-215 Beltway system to system interchange proposes local access additions and improvements to the CC-215 Beltway. In order to accommodate this local access, right-of-way will need to be acquired. This acquisition may be by the City or NDOT. The entire parcel 125-28-503-001 which is approximately 2.12 acres is located southeastern quadrant of the interchange (*Figure 1-4*). The impacts to the commercial property will be mitigated according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987 (the Uniform Act). This the only new local access road proposed since the approval of the EA.

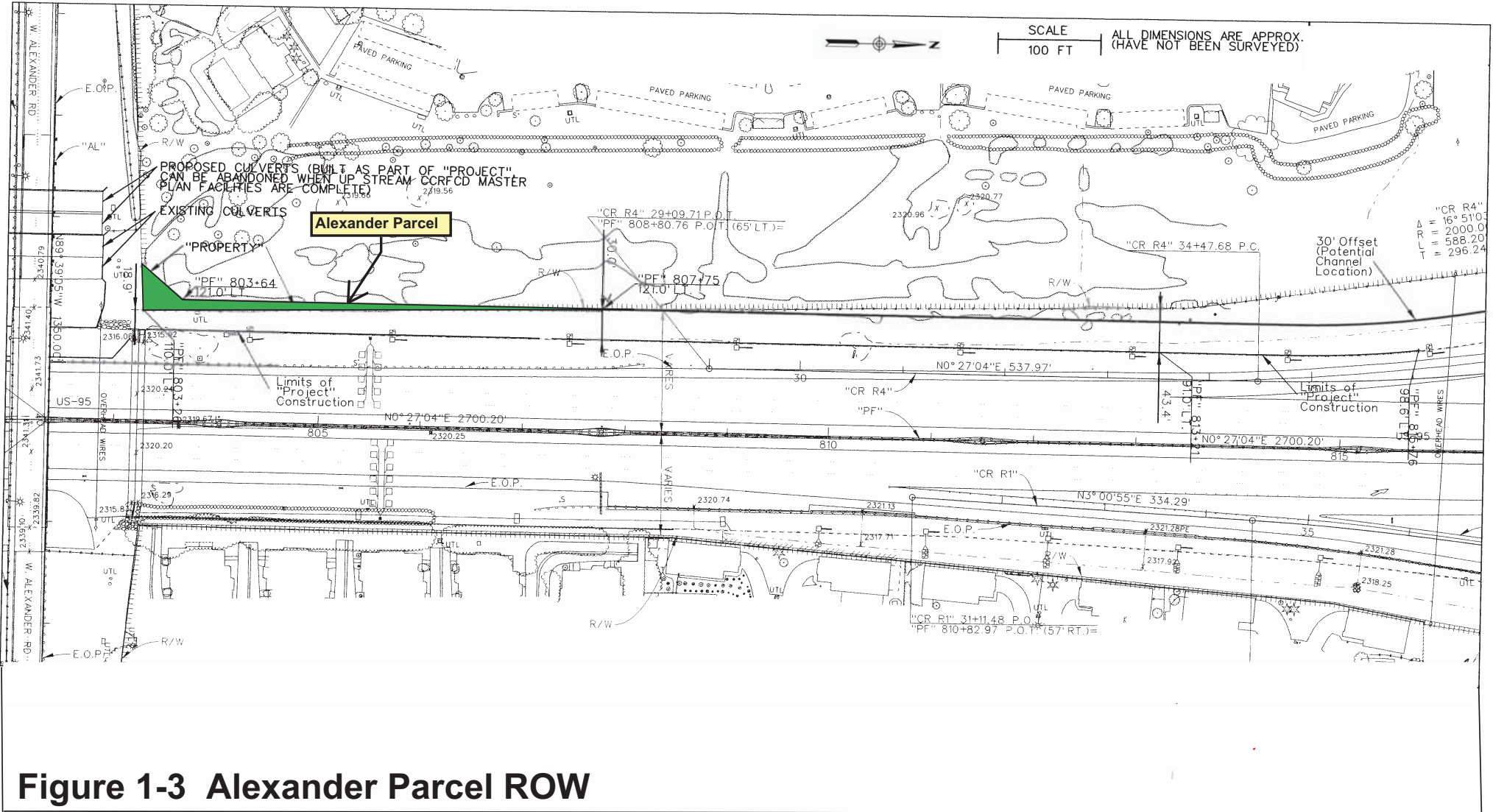
<b>B. Social Impacts and Environmental Justice</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect neighborhoods or community cohesion?		X
2. Will the proposed changes to the project affect travel patterns or accessibility (e.g. vehicular, commuter, bicycle, or pedestrian)?		X
3. Will the proposed changes to the project impact school districts, recreation areas, churches, businesses, police and fire protection, etc.? If yes, include the direct and the indirect impacts that may result from the displacement of households and businesses.		X
4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?		X
5. Will the proposed changes have a disproportionately high and adverse effect on minorities or low-income populations?		X

<b>C. Economic Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?		X
2. Will the proposed changes have an impact on established businesses or business districts?		X

<b>D. Agricultural Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect lands zoned for agriculture or forestry?		X
2. Will new or additional Federal Farmland Protection Policy Act coordination be required?		X

<b>E. Land Use</b>	<b>Yes</b>	<b>No</b>
1. Have there been changes in the local land use or transportation plans since the original document was approved?	X	
2. If yes, is the project consistent with the changes to the local transportation land use plan?	X	
3. Will the proposed changes to the project affect existing or proposed land uses?		X





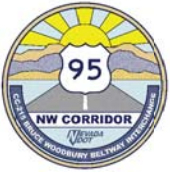
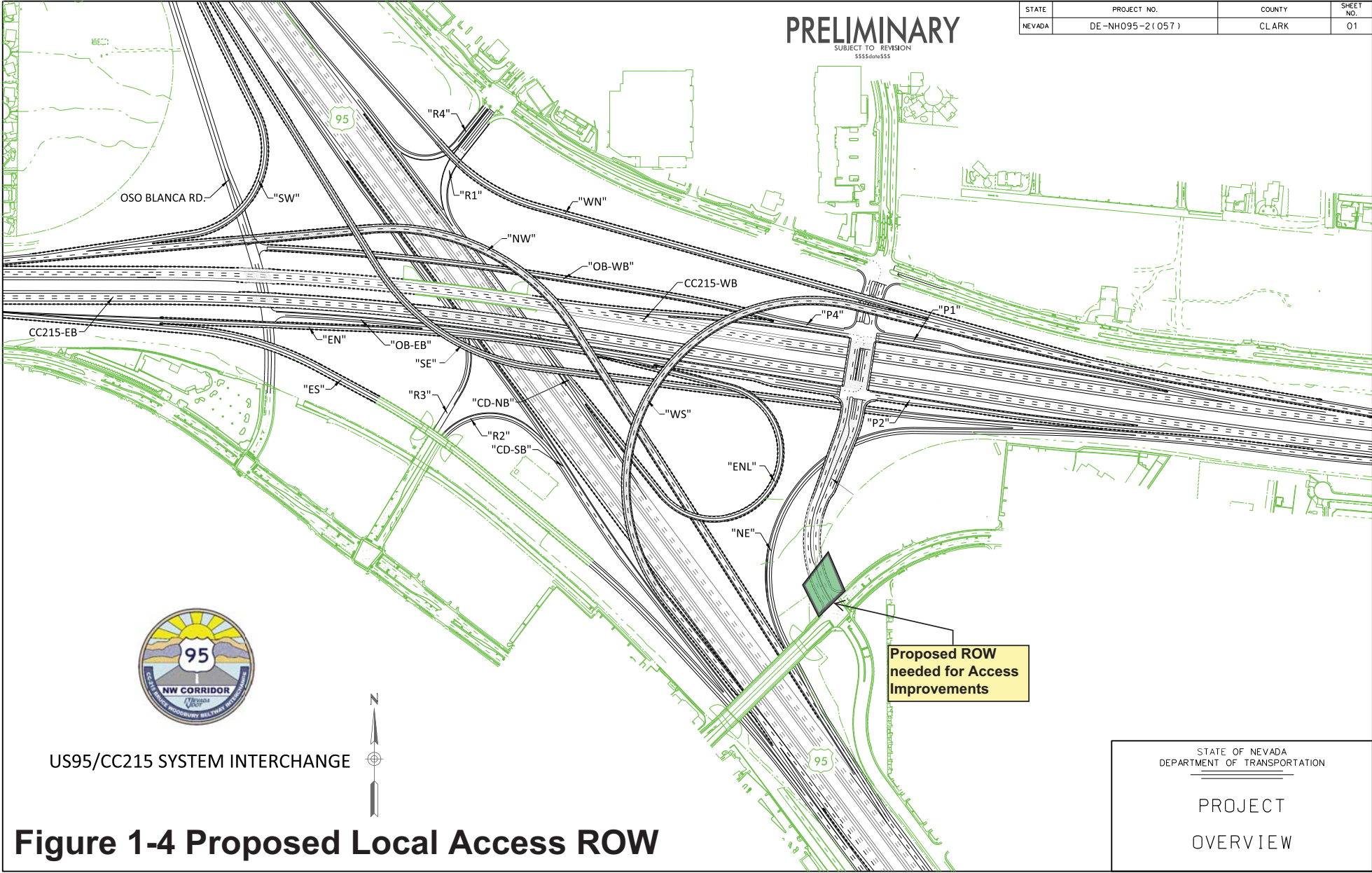
**Figure 1-3 Alexander Parcel ROW**

**PRELIMINARY**

SUBJECT TO REVISION

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STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	DE-NH095-2(057)	CLARK	01



US95/CC215 SYSTEM INTERCHANGE



**Figure 1-4 Proposed Local Access ROW**

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

PROJECT  
OVERVIEW

The land uses along the US 95 project have changed little since the EA was prepared in 2007. Changes that have occurred were the latest adoption of Kyle Canyon Development Standards and Design Guidelines (revised 2/6/08); execution of an Interlocal Agreement between LV and Clark County on future annexation (12/3/08); and Centennial Hill Town Center Land Use (revised 5/19/08). There were no new 4(f) properties established adjacent to right-of-way since the EA was prepared.

A Notice of Withdrawal was published in the Federal Register for the Notice of Intent to Prepare an Environmental Impact Statement for the proposed Sheep Mountain Parkway. The withdrawal was prepared at the request of the City of Las Vegas. However, the City of Las Vegas has plans to connect the northwest corner of CC-215 Beltway to a point north along US 95.

<b>F. Visual Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will changes in the project affect visual resources?	<b>X</b>	

The loop ramp in the south east quadrant at the Cheyenne interchange will not be constructed. Instead of building the loop ramp, the Cheyenne Bridge was widened, a left turn lane was added, and the storage length was increased to accommodate the north bound on-ramp traffic. The elimination of a loop ramp will not result in additional vertical elements or visual distraction at this location.

The changes to six sound walls will result in a more open visual appearance to the project where those walls were proposed. Three of the six sound walls involve improving the visibility of commercial properties (see Section R. Noise Impacts).

The addition of the local access will provide an additional over pass element to the US95/CC-215 Beltway system to system interchange but it should not have a negative visual impact to the project. The new local access overpass will be consistent with the visual appearance of the rest of the project. Most visual impacts will occur during construction where dust, construction equipment, and nighttime construction lighting will temporarily change the visual environment.

All design refinements, made in all phases, will be addressed through the Landscape and Aesthetic plan that will mitigate the visual impact of structures and make them visually appealing to the community. The plan will also provide aesthetic continuity throughout the project corridor.

<b>G. Indirect and Cumulative Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes induce adverse indirect or cumulative effects?		<b>X</b>

<b>H. Historic Architectural Resources</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project that would affect Historic Resources?		<b>X</b>
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		<b>X</b>
3. Will a new survey of the area be required?		<b>X</b>

Parcels 125-28-503-001 (*Figure 1-3*) and 138-03-899-025 (*Figure 1-4*) were previously surveyed for archaeological and historic architectural resources in the reports, *US 95 Northwest Cultural Resources Technical Report*, and *Historic Architectural Survey Report: US 95 Northwest, Washington to Kyle Canyon Road, Clark County, Nevada*, both prepared by Parsons.

The reports' determinations for eligibility were concurred on by the State Historic Preservation Office (SHPO) in a letter dated June 19, 2007. SHPO concurred that there were no historic properties within parcels 125-28-503-001 or 138-03-899-025. Use of the properties for staging or permanent use will have no effect on any National Register of Historic Places eligible or listed property.

<b>I. Archaeological Resources</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project that would affect Archaeological Resources?		X
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		X
3. Will a new survey of the area be required?		X

<b>J. Native American Consultation</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project scope or design that may require additional consultation with affected Native American Tribes?		X

<b>K. Wetland Impacts</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in project scope or design that impact wetlands?		X
2. Acres (original/proposed): 0/0		
3. Fill quantities (original/proposed): cubic yards 0/0		
4. Dredge quantities (original/proposed): cubic yards 0/0		

<b>L. Fish &amp; Wildlife Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect fish and wildlife resources?	X	
2. Will the project changes require consultation with Nevada Department of Wildlife or the U.S. Fish and Wildlife Service?	X	
3. Does the project affect Federally listed species or U.S. Forest Service listed species?	X	

The right-of-way parcel at W. Alexander Road (*Figure 1-3*) was reviewed for wildlife and desert tortoise on January 9, 2012 by NDOT biologist. No Threatened and Endangered Species or critical habitat issues were noted during the site review.

The Proposed Local Access Right-of-Way (*Figure 1-4*) was reviewed by an NDOT biologist on January 9, 2012 and based on observations from the public right-of-way; additional survey was required on this parcel. NDOT biologist completed a survey on this parcel during the active season for desert tortoise on May 14, 2012. Based on the findings of this survey, a Section 7 consultation is warranted.

<b>M. Threatened and Endangered Species (T&amp;E)</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in status of listed T&E species directly or indirectly affected by the project?		X
2. Will new or additional consultation with State and Federal Agencies be required?	X	

A Section 7 consultation will be completed for the John Herbert Boulevard (local access), due to desert tortoise sign being observed within the project limits. The FHWA Programmatic Biological Opinion (PBO) will be appended to include the John Herbert Boulevard. All stipulations set forth in the PBO will be followed.

<b>N. Water Body Involvement</b>	<b>Yes</b>	<b>No</b>
1. Have there been any changes to the project effects on water bodies? If yes, complete numbers 2-4 and describe in 5.	X	
2. Project affects a navigable water body (as listed by USCG).		X
3. Project affects navigable waters of the U.S. (as defined by the Corps).	X	
4. Project affects a listed coldwater fish stream.		X
5. Describe any changes and necessary actions(s), if any. Re-assessment of the consultant's work determined that there were impacts to the Waters of the US.		

Refer to Section U Permits and Authorization.

<b>O. Contaminated Sites</b>	<b>Yes</b>	<b>No</b>
1. Have there been any changes in the status of known or potentially contaminated sites along the corridor?		X
2. If buildings or residences are relocated, have they been evaluated for hazardous waste (i.e. asbestos?).		X

<b>P. Air Quality</b>	<b>Yes</b>	<b>No</b>
1. Is the project located in a non-attainment area?	X	
2. Will the project cause any new violations of the CO or PM <sub>10</sub> NAAQS or increase the frequency or severity of any existing violations?		X
3. Will a new conformity determination be required?		X
4. Has there been a change in alignment or intersection/interchange re-configuration, or the inclusion of a new intersection that will require an updated CO and/or PM <sub>10</sub> "hot-spot" analysis?		X

<b>Q. Floodplains Impacts</b>	<b>Yes</b>	<b>No</b>
1. Have there been changes in the project effects to a regulatory floodway?		X
2. Does the project remain consistent with local flood protection standards?	X	
3. Have there been changes in the status of flood hazard ordinances?		X

<b>R. Noise Impact</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in noise sensitive receivers and land uses adjacent to the proposed project?		X
2. Has there been a substantial change in vertical or horizontal alignment?		X
3. Have traffic volumes increased?		X
4. Has the number of through lanes changed?		X

#### Sound Wall S234

The sound wall (S234) is located east of US95 and north of the CC-215/US95 interchange (*Figures 1-5a and 1-5b*). A request was made by NDOT Hydraulics Division to reposition the southern portion of S234 due to hydraulic features requiring drainage improvements. The re-analysis indicated this request was possible and the southern extent could be terminated near the necessary drainage improvements. This was accomplished by not only maintaining acoustical feasibility, but by achieving the traffic noise reduction design goal with an insertion loss of 7 dB(A) at the identified receivers.

### Sound Wall S278

The sound wall (S278) is located east of US 95 and south of the Durango Drive interchange (*Figures 1-6a and 1-6b*). It was re-evaluated due to its proximity to commercial property and billboards (Activity Category F). Updated conditions were used in remodeling this sound wall and included definitive dimensions of a property/privacy wall shielding the identified residential development (Activity Category B). This allowed reducing the extents of this sound wall and prevents visually blocking commercial facilities. This was accomplished by not only maintaining acoustical feasibility, but by achieving up to the traffic noise reduction design goal with an insertion loss of 6-7 dB(A) at the identified receivers.

### Sound Wall S307

The proposed sound wall (S307) was located west of US95 and north of the Durango Drive interchange (*Figures 1-7a and 1-7b*). A request was made by NDOT Hydraulics Division to reposition the sound wall near the right-of-way fence due to required drainage improvements. Updated conditions were used in remodeling this sound wall and included definitive dimensions and location of a property/privacy wall shielding the identified residential development (Activity Category B). Analysis indicated predicted traffic noise levels were below the noise abatement criteria (NAC) and consideration of a traffic noise abatement measure was therefore not required. Further analysis was not required and sound wall S307 was not necessary.

### Sound Wall S551

The sound wall (S551) located on the southbound exit ramp at Craig Road was reconfigured into two separate walls (LMRSW1 & 2) and offset for hydraulic purposes (*Figure 1-8*). The smaller, offset wall (LMRSW1) is a portion of the proposed S551 which would extend approximately 150' south, beyond a commercial property line. The commercial property owner requested NDOT not construct this additional 150'. The reconfigured sound wall was modeled, and it was determined that the shorter wall, LMRSW1 was not needed. The sound wall S551, reconfigured as LMRSW2, was acoustically feasible and provided a traffic noise abatement measure that reduces projected levels to below the noise abatement criteria (NAC) at the residential development (Activity Category B) north of the commercial property.

### Sound Wall S635

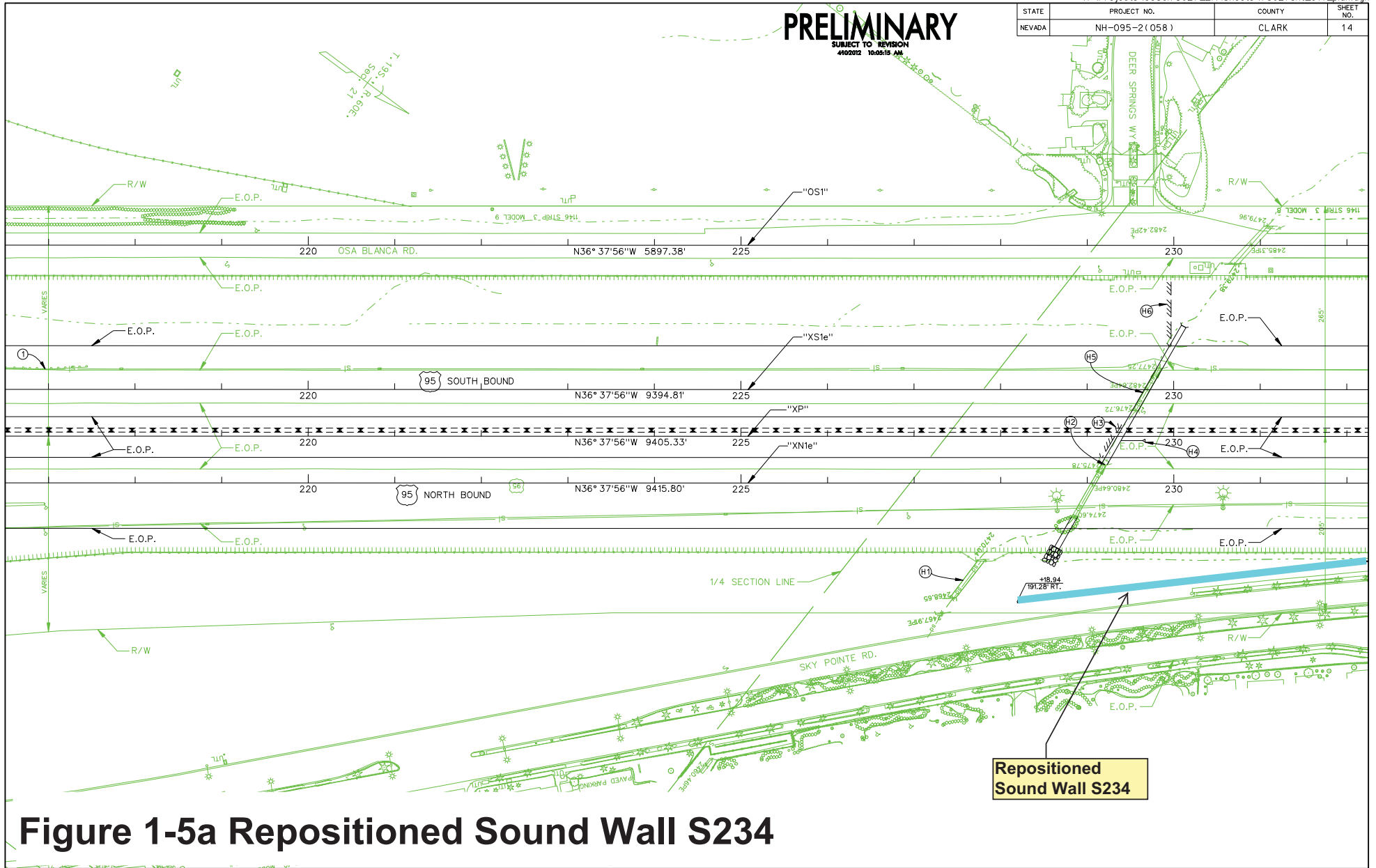
The proposed sound wall (S635) was located on the southwest corner of Vegas Drive and US 95 (*Figures 1-9a and 1-9b*). This sound wall provided a traffic noise abatement measure to an undeveloped and unpermitted, commercial-zoned property (Activity Category F). The land owner requested NDOT not construct this sound wall. It was re-evaluated to determine if this wall meets policy guidelines. Based on further review the sound wall does not meet the requirements for FHWA and NDOT traffic noise policy guidelines. Land identified as Activity Category F requires no further analysis or consideration of mitigation. In addition, since a sound wall already exists in the area, a traffic noise impact was not identified at the residential development south of the commercial property (Activity Category B).

### Sound Wall S889

The proposed sound wall (S889) is located between W. Alexander Road and Craig Road on the west side of US 95 (*Figures 1-10a and 1-10b*). It was to provide a traffic noise abatement measure for the existing multi-family residential development (Activity Category B). The sole property owner associated with sound wall S889 requested the wall be deleted and signed an agreement with NDOT. The agreement releases NDOT of all claims related to noise, dust,

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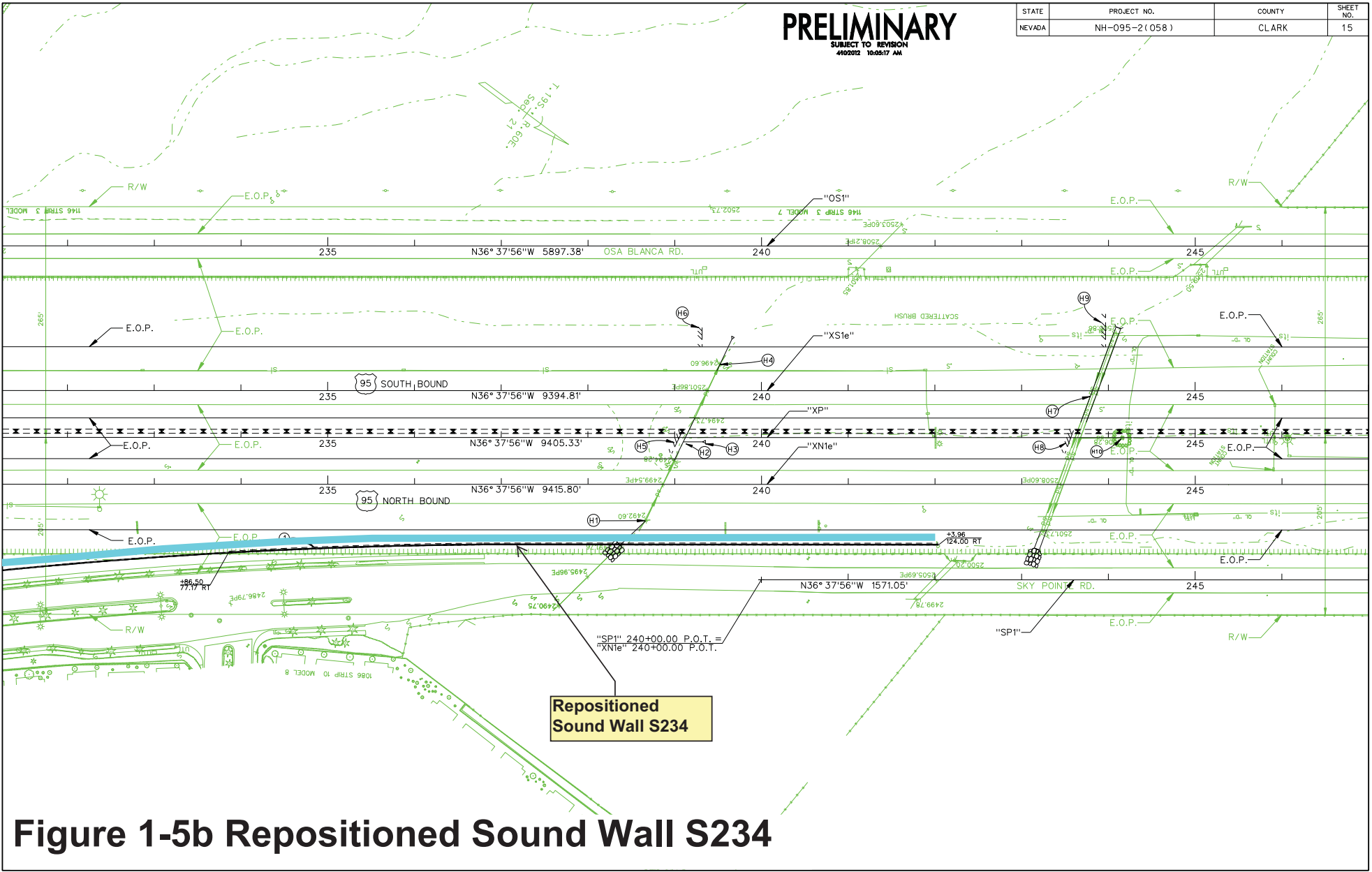
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NEVADA	NH-095-2 (058)	CLARK	14



**Figure 1-5a Repositioned Sound Wall S234**

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NEVADA	NH-095-2 (058)	CLARK	15



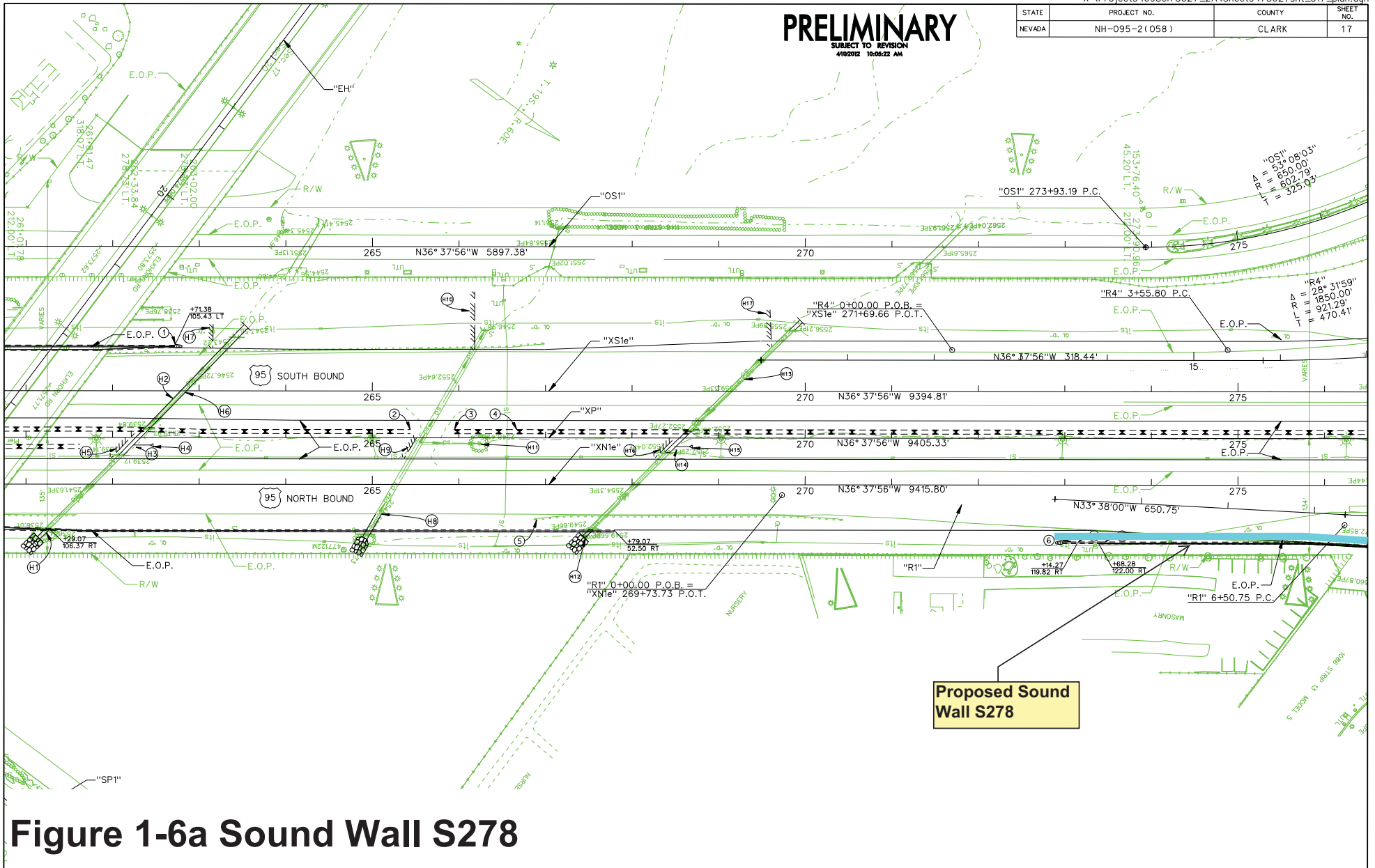
**Repositioned  
 Sound Wall S234**

**Figure 1-5b Repositioned Sound Wall S234**



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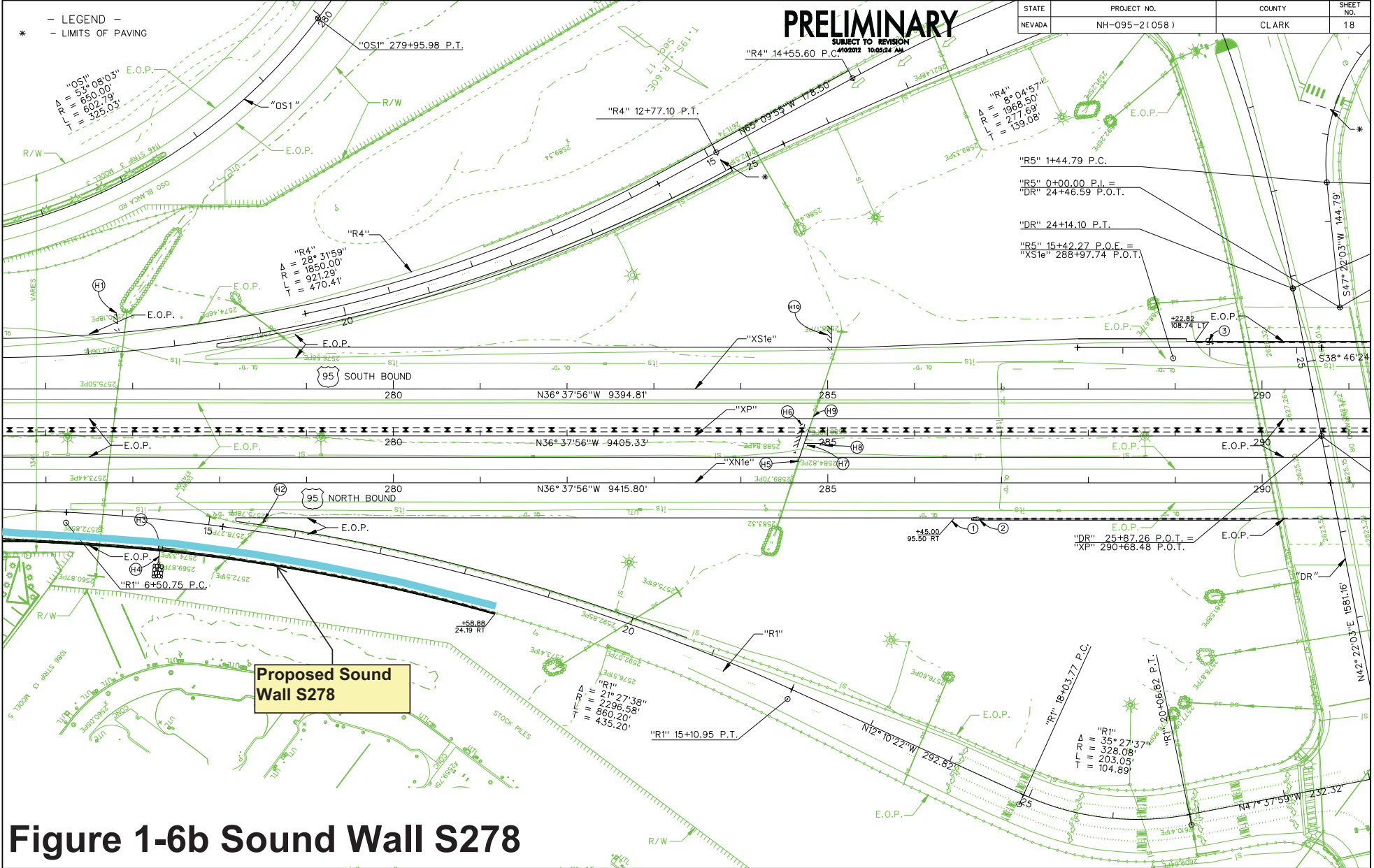
STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2 (058)	CLARK	17



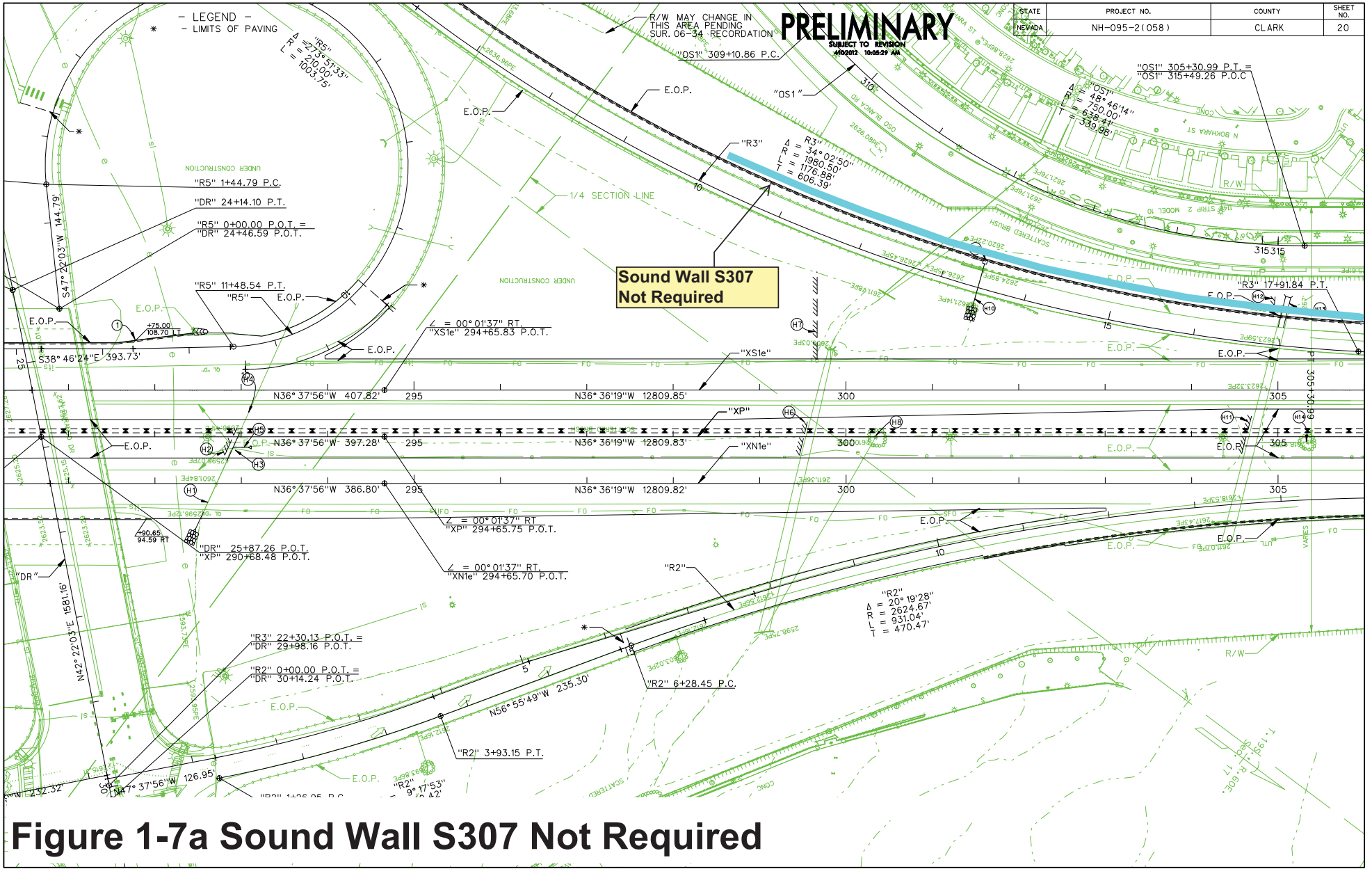
**Figure 1-6a Sound Wall S278**

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STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2 (058)	CLARK	18



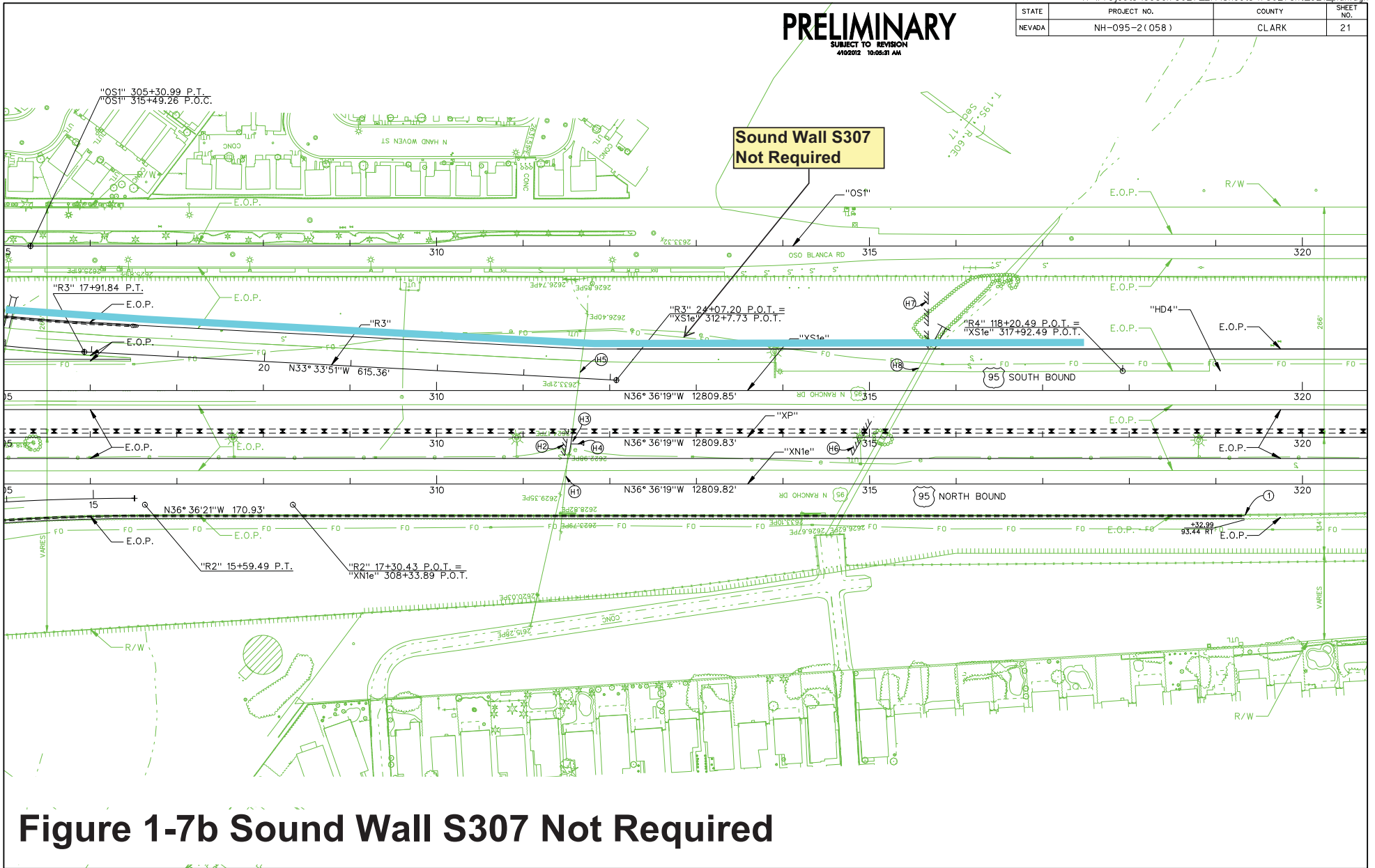
**Figure 1-6b Sound Wall S278**



**Figure 1-7a Sound Wall S307 Not Required**

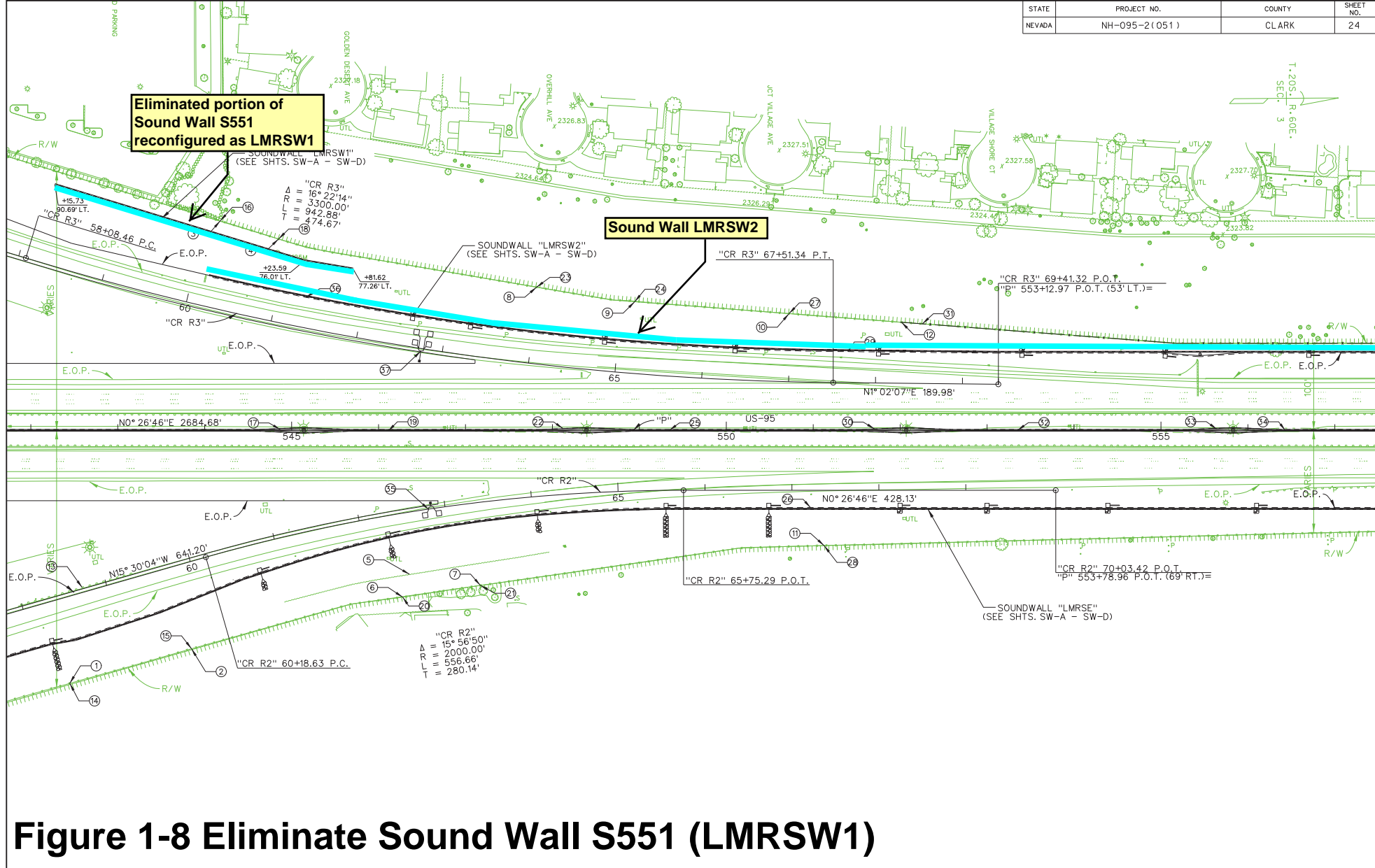
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SUBJECT TO REVISION  
4/19/2012 10:06:31 AM

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2 (058)	CLARK	21



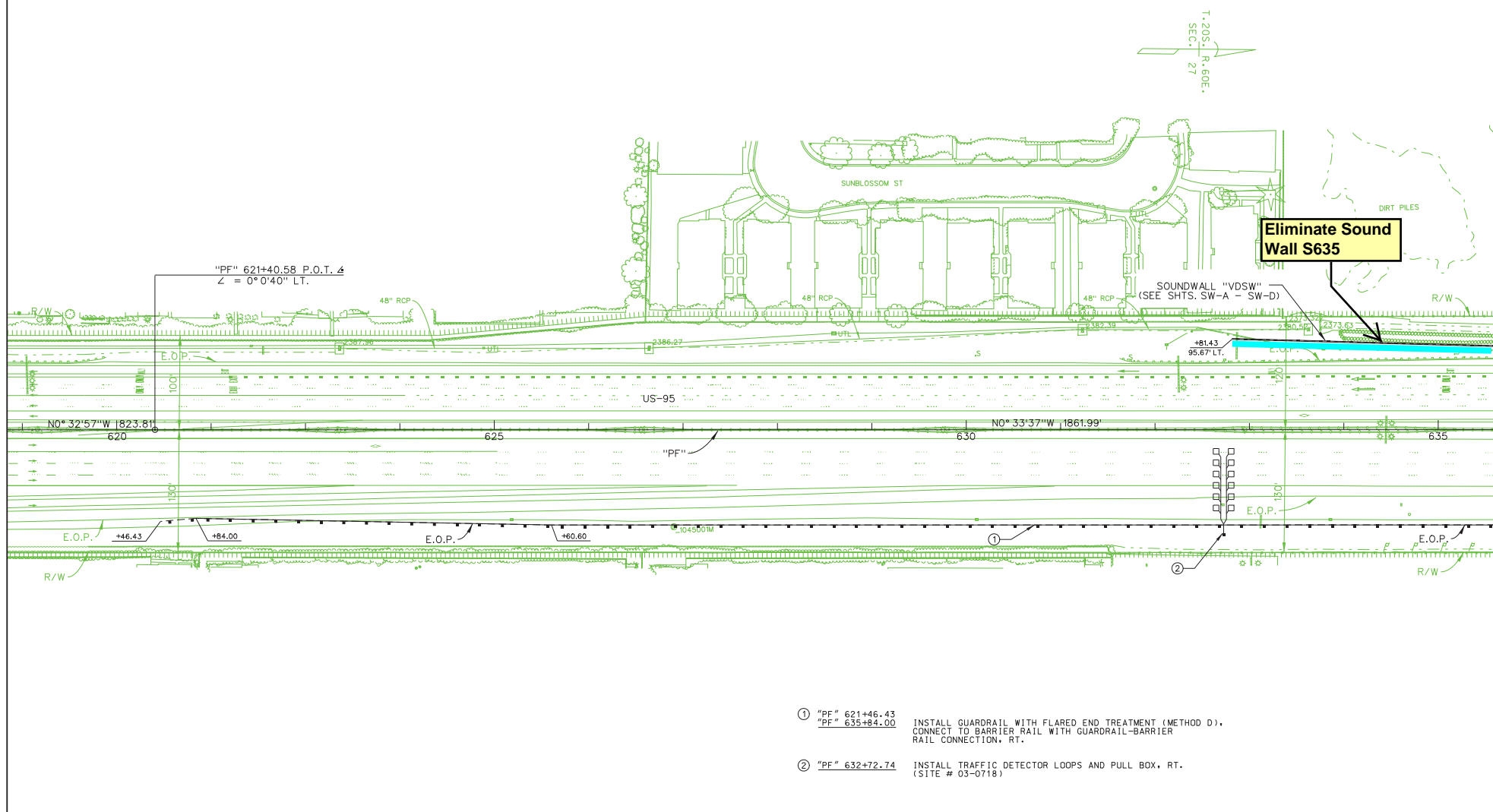
**Figure 1-7b Sound Wall S307 Not Required**

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2(051)	CLARK	24



**Figure 1-8 Eliminate Sound Wall S551 (LMRSW1)**

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2(051)	CLARK	5

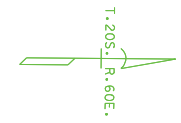


**Figure 1-9a Eliminate Sound Wall S635**

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2(051)	CLARK	6

- ① "PF" 637+88.70  
"PF" 643+54.26 REMOVE GUARDRAIL, BARRIER RAIL AND END TREATMENTS, 71.95' TO 84.19' RT.
- ② "PF" 642+46+/-  
"PF" 642+70+/- REMOVE CHAIN LINK FENCE, 120.00' RT.
- ③ "PF" 643+77+/-  
"PF" 644+01+/- REMOVE CHAIN LINK FENCE, 120.00' RT.
- ④ "PF" 644+18+/-  
"PF" 645+22+/- REMOVE CHAIN LINK FENCE, 120.00' RT.
- ⑤ "PF" 646+54+/-  
"PF" 646+78+/- REMOVE CHAIN LINK FENCE, 121.00' RT.
- ⑥ "PF" 648+43.52  
"PF" 649+56.04 REMOVE BARRIER RAIL, LT. AND RT.

"PF" 640+02.57 P.O.T. 4  
Z = 0°12'00" RT.  
"LV" 20+00.00 P.O.T.=



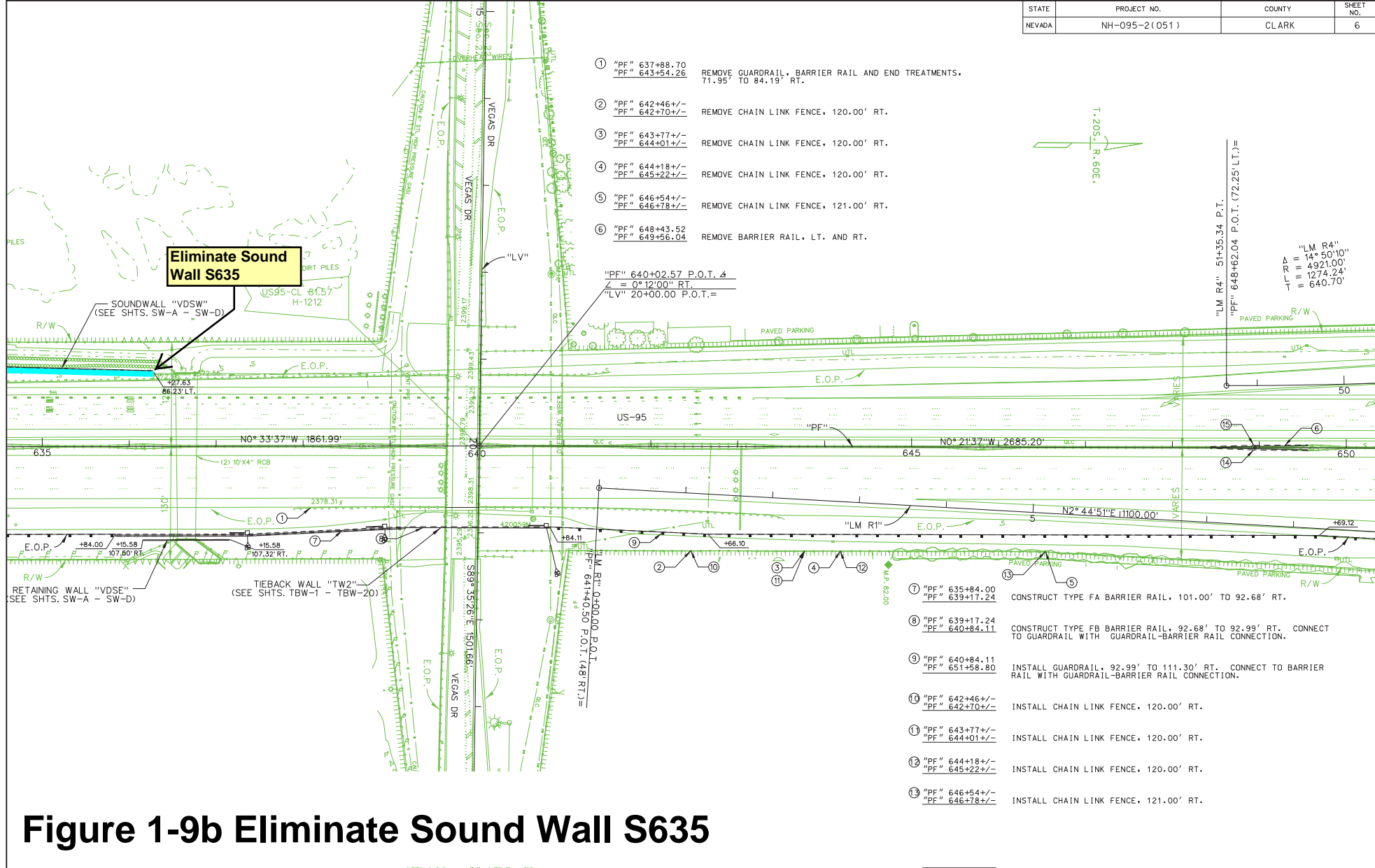
"LM R4" 51+35.34 P.T.  
"PF" 648+62.04 P.O.T. (72.25' LT.)=  
"LM R4" = 14° 50' 10"  
"RA" = 4921.00'  
"LA" = 1274.24'  
"LA" = 640.70'

**Eliminate Sound Wall S635**

SOUNDWALL "VDSW"  
(SEE SHTS. SW-A - SW-D)

RETAINING WALL "VDSE"  
(SEE SHTS. SW-A - SW-D)

TIEBACK WALL "TW2"  
(SEE SHTS. TBW-1 - TBW-20)



**Figure 1-9b Eliminate Sound Wall S635**

- ⑦ "PF" 635+84.00  
"PF" 639+17.24 CONSTRUCT TYPE FA BARRIER RAIL, 101.00' TO 92.68' RT.
- ⑧ "PF" 639+17.24  
"PF" 640+84.11 CONSTRUCT TYPE FB BARRIER RAIL, 92.68' TO 92.99' RT. CONNECT TO GUARDRAIL WITH GUARDRAIL-BARRIER RAIL CONNECTION.
- ⑨ "PF" 640+84.11  
"PF" 651+58.80 INSTALL GUARDRAIL, 92.99' TO 111.30' RT. CONNECT TO BARRIER RAIL WITH GUARDRAIL-BARRIER RAIL CONNECTION.
- ⑩ "PF" 642+46+/-  
"PF" 642+70+/- INSTALL CHAIN LINK FENCE, 120.00' RT.
- ⑪ "PF" 643+77+/-  
"PF" 644+01+/- INSTALL CHAIN LINK FENCE, 120.00' RT.
- ⑫ "PF" 644+18+/-  
"PF" 645+22+/- INSTALL CHAIN LINK FENCE, 120.00' RT.
- ⑬ "PF" 646+54+/-  
"PF" 646+78+/- INSTALL CHAIN LINK FENCE, 121.00' RT.

lighting, etc. to the property owner or tenants as well as outlines the standards the wall must comply with and financial responsibilities should construction of the wall be mandated in the future.

Public meetings were conducted in conformance with NEPA on the original EA. NDOT did not conduct a public meeting for the deletion of the walls previously discussed. The review of S551 and decision not to construct the offset wall resulted in no change in abatement measure to the benefited property owners. The decision to not construct wall S635 resulted in no change to the neighboring property owners to the south. Although a traffic noise impact was not identified at this development, two property owners were identified as potentially benefitting from S635 and were informed by Certified Mail as to the decision. There were no other property owners impacted by the decision to eliminate this wall.

<b>S. Water Quality Impacts</b>	<b>Yes</b>	<b>No</b>
1. Does the project impact a public or private drinking water source?		X
2. Will changes to the project affect the potential discharge of storm water into the waters of the State?		X
3. Does the project affect a designated impaired water body?		X
4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit?		X

<b>T. Wild and Scenic Rivers</b>	<b>Yes</b>	<b>No</b>
1. Will the changes in scope affect any designated wild and scenic rivers?		X

<b>U. Permits and Authorization</b>	<b>Yes</b>	<b>No</b>
1. Are there any changes in the status of the following permits and authorizations?	X	

The October 2007 EA for the US 95 Northwest Washington Avenue to Kyle Canyon Road project stated that there are no waters of the United States affected by the project.

In the summer of July 2008, the United States Fish and Wildlife Service (USFWS) requested desert tortoise surveys be completed for the Kyle Canyon Interchange (Phase 5) and the Horse Interchange (Phase 4). These surveys were requested because the land had converted from BLM to private ownership in 2008 and FHWA/NDOT could no longer use the BLM Programmatic Biological Opinion to satisfy Section 7 consultation with the USFW.

In July 2008, after the desert tortoise surveys were completed for the two new interchanges, the existing channels were walked to see where and what they discharged into. All culverts emptied into a detention basin that eventually would expel the water into the Las Vegas Valley Wash, which empties into Lake Mead. Therefore, NDOT would need to secure permits from the US Army Corp of Engineers (USACE) for both the Kyle Canyon and Horse Interchange projects.

Between Kyle Canyon and the Horse Interchange, five areas were identified that will require USACE 404 permits. The extension of five culverts along US 95 south of Kyle Canyon Road include: one double 10' x 4' Reinforced Concrete Box (RCB), a single 6'x4' RCB, a single 6'x3' RCB, a triple 42" Corrugated Metal Pipe (CMP) and a single 42" CMP. Waters of the US will be impacted by adding fill material for the pipe extensions and will require a nationwide permit from the Army Corp of Engineers.



- LEGEND -

\* - LIMITS OF PAVING

NOTE: 4" GAS LINE AT ALEXANDER ROAD WILL REQUIRE A PERIOD OF SHUT OFF. REFER TO THE SPECIAL PROVISIONS FOR TIME RESTRICTIONS.

T. 20S R. 60E.

"PF" 802+35.90 P.O.T. 4  
∠ = 0° 55' 26" RT.  
"AL" 20+00.00 P.O.T.=

US95-CL 84.65  
B-1906

**Eliminate Sound Wall S889**

SOUNDWALL "AWN"  
(SEE SHTS. SW-A - SW-D)

"CR R4" 29+09.71 P.O.T.  
"PF" 808+80.76 P.O.T. (65' LT.)=

SOUNDWALL "GRNW"  
(SEE SHTS. SW-A - SW-D)

RETAINING WALL "AWN"  
(SEE SHTS. SW-A - SW-D)

SOUNDWALL "AWNE"  
(SEE SHTS. SW-A - SW-D)

TIEBACK WALL "TW8"  
(SEE SHTS. TBW-1 - TBW-20)

SOUNDWALL "CRSE"  
(SEE SHTS. SW-A - SW-D)

SOUNDWALL "AWSE"  
(SEE SHTS. SW-A - SW-D)

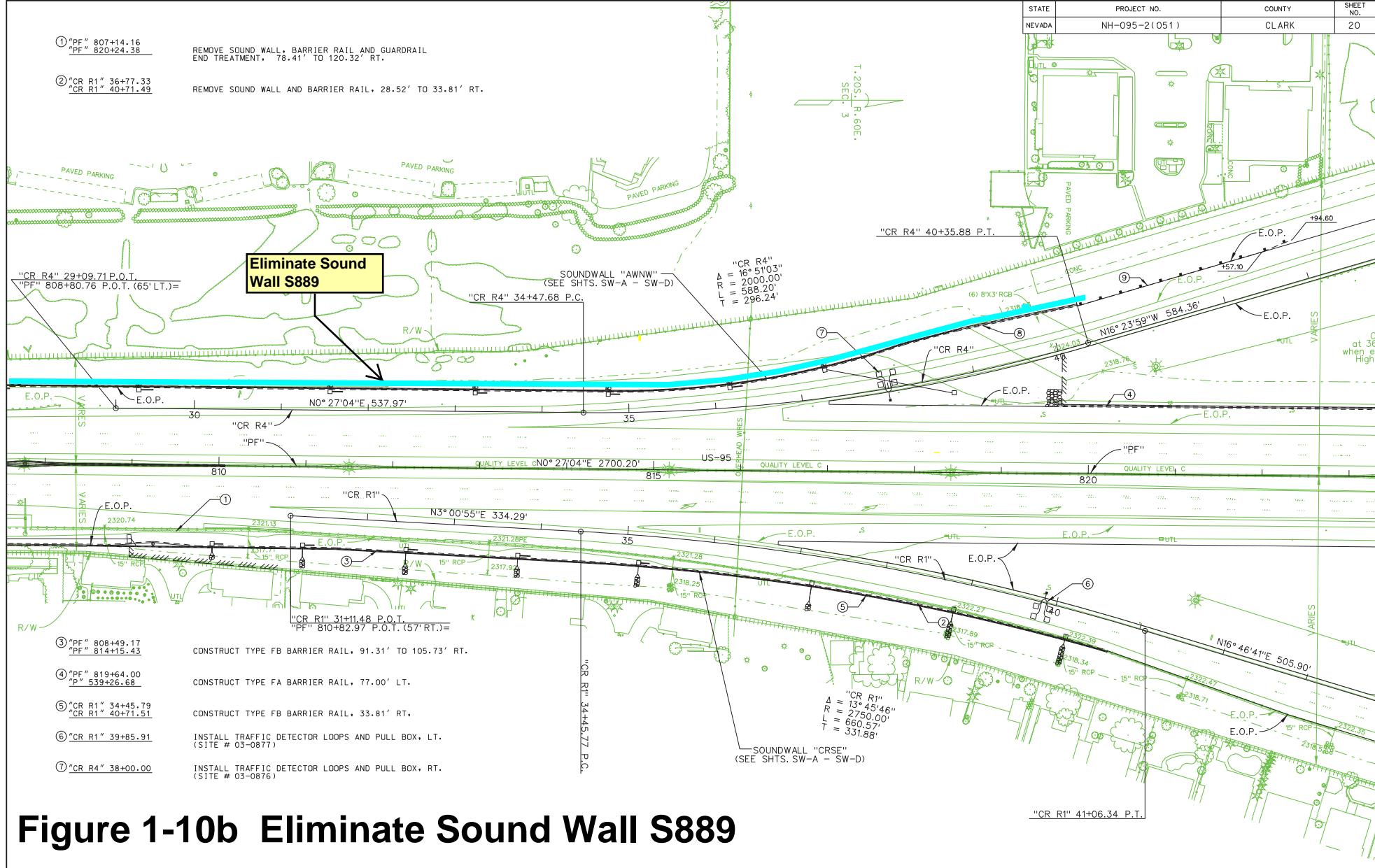
US95-CL 84.65  
H-1218

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2(051)	CLARK	19

Figure 1-10a Eliminate Sound Wall S889

STATE	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	NH-095-2(051)	CLARK	20

- ① "PF" 807+14.16  
"PF" 820+24.38 REMOVE SOUND WALL, BARRIER RAIL AND GUARDRAIL END TREATMENT, 78.41' TO 120.32' RT.
- ② "CR R1" 36+77.33  
"CR R1" 40+71.49 REMOVE SOUND WALL AND BARRIER RAIL, 28.52' TO 33.81' RT.



- ③ "PF" 808+49.17  
"PF" 814+15.43 CONSTRUCT TYPE FB BARRIER RAIL, 91.31' TO 105.73' RT.
- ④ "PF" 819+64.00  
"P" 539+26.68 CONSTRUCT TYPE FA BARRIER RAIL, 77.00' LT.
- ⑤ "CR R1" 34+45.79  
"CR R1" 40+71.51 CONSTRUCT TYPE FB BARRIER RAIL, 33.81' RT.
- ⑥ "CR R1" 39+85.91 INSTALL TRAFFIC DETECTOR LOOPS AND PULL BOX, LT. (SITE # 03-0877)
- ⑦ "CR R4" 38+00.00 INSTALL TRAFFIC DETECTOR LOOPS AND PULL BOX, RT. (SITE # 03-0876)

**Figure 1-10b Eliminate Sound Wall S889**

The proposed concrete channel and reinforced concrete box along the north-east side of US 95 and CC-215 is a part of the Clark County Regional Flood Control District (CCRFCD) Master Plan. The Clark County storm water facilities are part of an overall effort to collect the storm water from the Spring Mountains, to the west, and safely transport them to the Las Vegas Wash and eventually to Lake Mead. The improvements shown on the project plans represent a portion of the CCRFCD Master Plan facility in this area. The proposed improvements include concrete lined channels and reinforced concrete boxes which will endure the erosion produced by sediment within rapidly moving water. It has not been determined at this time which entities will build the flood box. If the box is constructed by NDOT, NDOT will be responsible for obtaining all USACE permits.

The entire US 95 NW project has been reviewed by NDOT staff and there are no additional deficiencies in USACE permitting.

<b>IV. Construction Impacts</b>	<b>Yes</b>	<b>No</b>
Have the following potential construction effects changed:		
1. Construction timing commitments?		<b>X</b>
2. Temporary degradation of water quality?		<b>X</b>
3. Temporary stream diversion?		<b>X</b>
4. Temporary degradation of air quality?		<b>X</b>
5. Temporary delays and detours of traffic?		<b>X</b>
6. Temporary impact to businesses?		<b>X</b>
7. Other construction impacts, including noise?		<b>X</b>

Although construction impacts are the same as those in the original EA, the changes in design will require different construction timing commitments, temporary delays and detours of traffic and noise. These construction impacts would still be mitigated by the List of Mitigation Measures approved with the EA.

<b>V. Traffic</b>	<b>Yes</b>	<b>No</b>
1. Does the proposed design adequately serve the existing and planned future traffic projections?	<b>X</b>	
2. Is the future traffic year still 20 years from the date of construction?	<b>X</b>	
3. Have changes in traffic caused additional project impacts?		<b>X</b>

This proposed design modification is the extension of John Herbert Boulevard from Sky Pointe Drive/Centennial Parkway to W. Azure Drive (*Figure 1-2*). The area of the proposed design modification was previously evaluated in the *US 95 Northwest, Noise Study and Barrier Analysis Report - Washington Avenue to Kyle Canyon Road* (Parsons, February 2006) and the EA, *US 95 Northwest, Washington Avenue to Kyle Canyon Road, Clark County, Nevada*, October 4, 2007. The following updated traffic information applies to both the traffic noise and air quality components of this evaluation:

- The projected Annual Average Daily Traffic (AADT) has decreased from “exceeding 150,000” to 120,000.
- Therefore, the Level of Service (LOS) will improve and the vehicle miles traveled (VMT) will decline. For the 2035 Build scenario, the projected LOS is C for the US95 mainline freeway segments. (*US95/CC-215 Interchange, CORSIM Methodology and Assumptions*, HDR, October 12, 2011)

- The heavy diesel truck component of traffic is estimated at 1.7%.

The primary source of traffic and related impacts in the area of the US95/CC-215 interchange is the freeway system. This is not altered by this design modification. Previous conclusions from the traffic noise and air quality analyses are unchanged. A traffic sound wall and concrete privacy wall already exist in this area, mitigating impacts from traffic noise. Sound walls are also recommended by EPA as mitigation for mobile source air toxics (MSATs).

The updated traffic information results in a lessening of impacts to traffic noise and air quality. This design modification will reduce VMT and move traffic away from receptors south of W. Azure Drive. Therefore, the proposed design modification of the John Herbert Boulevard (local access) extension will not have a negative effect on traffic-related impacts to traffic noise or air quality.

<b>VI. Section 4(f)/6(f)</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in status of Section 4(f) properties affected by the proposed action?		X
2. Would the proposed design refinements affect Section 4(f) properties?		X
3. Has there been a change in the status of the Section 6(f) properties affected by the proposed action?		X
4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFCA?		X

<b>VII. Changes in Environmental Commitments or Mitigation Measures</b>	<b>Yes</b>	<b>No</b>
1. Have any changes in the environmental commitments or mitigation occurred?		X
2. If changes have occurred, will the Record of Decision Summary of Mitigation Measures need to be revised to reflect these changes?		X

### **VIII. Public Involvement and Agency Coordination:**

1. Describe the type of public involvement and agency coordination that has occurred after the environmental document was approved or since the last re-evaluation.

A meeting was held on May 22, 2008 at the Mountain Crest Community Center to inform the public on Landscape and Aesthetic features for Phase 1 of the project. At this informational meeting the public was presented with the Preferred Alternative Plan for Landscape and Aesthetics. A total of 24 individuals were present. A second Landscape and Aesthetics public information meeting was held on March 11, 2009 at the Ruth Fyfe Elementary School to discuss an update and improvements to Landscape and Aesthetics for the US 95 Northwest Corridor. This meeting was attended by 17 members of the public and staff.

On May 27, 2009 a public meeting was held at the Painted Desert Gold Course to discuss sound wall modifications in Phase 1. This meeting was attended by 18 individuals.

The most recent meeting was held on September 30, 2010 to inform the public of the beginning of construction for Phase 1. A total of 33 members of the public and staff attended this meeting.

A project web site was developed for this project and it was last updated in July 2012 to keep the public updated regarding the project. The web site provides the opportunity to have informational updates sent directly to the public via email.

With the addition of a new local access and other changes to the design not covered in the EA, a public meeting will be scheduled to provide information to the public on design refinements and to solicit comments on those changes. In addition the meeting will provide updates on past and current phases of the US 95 Northwest Corridor.

There have been ongoing discussions with FHWA regarding full oversight of federal funds being used on this project. All improvements are within the City and the City has funded, designed, and administered construction for Phase 4 and it is anticipated to fund Phase 5.

All changes and updates described in this Re-Evaluation will be reflected in the 2035 Regional Transportation Plan and Statewide Transportation Improvement Program.

The City also plans to participate in the costs of other phases that provide improvements to connectivity and mobility and will provide input into the scope of these improvements. There is on-going consultation and coordination on City owned utilities, input on Transportation Management Plan, Traffic Control, EA document, plans for Traffic Analysis, project management, financial plans, and maintenance responsibilities. The City is a major stakeholder and partner in the project.

NDOT coordinates with Freeway and Arterial System of Transportation (FAST) and provides input to the Intelligent Transportation Systems (ITS) plans. NDOT provides input on the Traffic Management Plan and Traffic Control which adjusts signal timing during Phase 1.

Las Vegas Valley Water District was consulted on utility impacts in Phase 1 and potential impacts during Phase 3 construction if the Clark County Regional Flood Control (CCRFC) is constructed.

NDOT coordinates with Clark County Public Works (CCPW) which is another major stakeholder for this project. CCPW may provide potential funding for Phase 3 improvements to CC-215 Beltway, input on scope and schedule, improvements within CCPW right-of-way, projects improved connectivity and mobility for the Parkway. Further coordination is anticipated on county owned utilities, input on Traffic Management Plan, Traffic Control, EA document, Traffic Analysis plans, project management, financial plans and maintenance responsibilities.

The RTC is involved in the planning of projects within the EA document. The RTC constructed the current Park-n-Ride Facility as outlined in this re-evaluation and provided input on Traffic Management Plan, Traffic Control, EA document, Traffic Analysis plan, project management and financial plans.

NDOT works closely with the Nevada Highway Patrol (NHP) to obtain input on traffic management for Phase 1 and patrol work zones.


2. Discuss pertinent issues raised by the public and resource agencies. Attach applicable correspondence and responses.

At both Landscape and Aesthetics meetings the public provided input on the proposed design and materials to be used for the Phased improvements.

A meeting was held on May 27, 2009 to solicit comments concerning sound wall modifications to Phase 1. The discussion pertained to the location of a new sound wall on the west side of US 95 between the Rancho Drive overpass and the Ann Road interchange. Comments received were in favor of the proposed changes.

At the September 30, 2010 meeting concerning the beginning of construction for Phase 1, written comments were received and comments included concerns of speeding in construction zones and requests for information.

IX. Environmental Re-Evaluation	Yes	No
1. Do the conclusions and commitments of the original environmental document approval or subsequent re-evaluations remain valid?	X	
2. Will the changes in project scope, environmental consequences, or public controversy require a new, supplemental environmental document or EIS?		X

Approved by:   
 Steve M. Cooke, P.E.  
 NDOT Environmental Services Division Chief

Date: 12/11/12

Approved by:   
 Iyad Alattar, P.E.  
 FHWA Transportation Engineer

Date: 1/2/13

  
 Abdelmoez Abdalla, Ph.D.  
 FHWA Environmental Program Manager

Date: 12/19/12