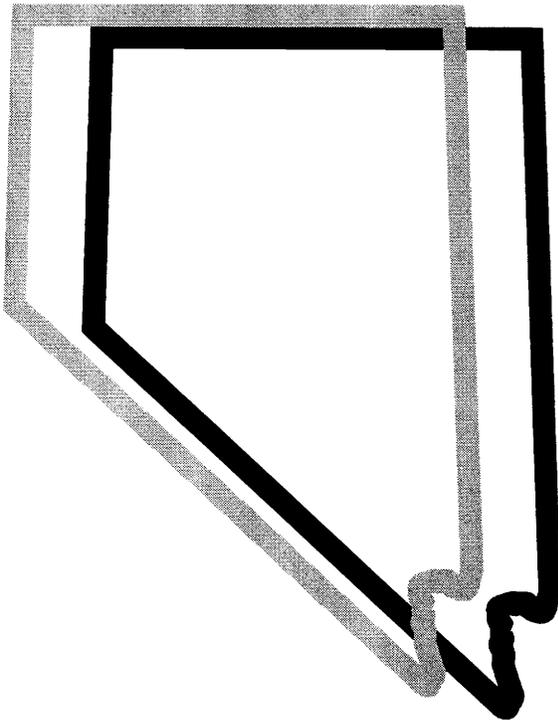


ENVIRONMENTAL ASSESSMENT
FHWA-NV-EA 07.01

EA: 73013

October 2007

*Federal Highway Administration
and
Nevada Department of Transportation*



***US 95 Northwest
Washington Avenue to Kyle Canyon Road
Clark County, Nevada***

ENVIRONMENTAL ASSESSMENT

for

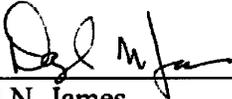
**US 95 Northwest
Washington Avenue to Kyle Canyon Road**

FHWA-NV-EA 07.01

SPF - 095 - 2(043)

EA: 73013

October 2007

Approved by:  Date: 10/2/07
Daryl N. James
Environmental Services Division
Nevada Department of Transportation

Approved by:  Date: 10/4/07
Abdelmoez Abdalla, Ph.D.
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration

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

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

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

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

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ACRONYMS AND ABBREVIATIONS

AAM	annual arithmetic mean
APE	Area of Potential Effects
bgs	below ground surface
BLM	Bureau of Land Management
BMPs	Best Management Practices
CAT Metro	Citizens Area Transit
CC-215	Bruce Woodbury Beltway
CCRFCDD	Clark County Regional Flood Control District
CEQ	Council on Environmental Quality
CFR	<i>Code of Federal Regulations</i>
CO	carbon monoxide
DAQEM	Clark County Department of Air Quality and Environmental Management
dBA	A-weighted decibel
DPM	diesel particulate matter
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FY	Fiscal Year
HA	Hydrographic Area
HOT	hotel
HOV	high-occupancy vehicle
I-15	Interstate 15
L _{eq}	equivalent sound level
LOS	Level of Service
MFR	multi-family residential
mg/m ³	milligrams per cubic meter
µg/m ³	micrograms per cubic meter
MSATs	Mobile Source Air Toxics
NAAQS	national ambient air quality standards
NAC	noise abatement criteria

NB	northbound
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
O ₃	ozone
PM _{2.5}	particulate matter with an aerodynamic diameter less than 2.5 micrometers
PM ₁₀	particulate matter with an aerodynamic diameter less than 10 micrometers
ppm	parts per million
REC	recreational area
ROW	right-of-way
RTC	Regional Transportation Commission of Southern Nevada
RTP	Regional Transportation Plan
SB	southbound
SCH	school
SFR	single-family residential
SIP	State Implementation Plan
SNPLMA	Southern Nevada Public Land Management Act
SWPPP	Stormwater Pollution Prevention Plan
US 95	United States Highway 95
VMT	vehicle miles traveled
VOCs	volatile organic compounds

LIST OF MITIGATION MEASURES

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

Mitigation measures and actions to comply with federal, state, and local laws/regulations with regard to noise, air quality, water quality, and hazardous materials, as well as those listed below, will be specified in the construction contract documents.

The following list of mitigation measures and commitments are not subject to change or modification without prior written approval of the Federal Highway Administration (FHWA).

Responsible Party(ies)	EA Page No. Reference	Mitigation Category	Description
Contractor	15	Hazardous Waste and Materials	Prior to demolition, structures would be assessed for potential asbestos, for example in expansion joints, and any required abatement measures would be enforced.
Contractor (construction phase) NDOT Maintenance Division (maintenance phase)	15	Noxious Weeds	Earth-moving and hauling equipment will be washed at the contractor's storage facility prior to arriving onsite to prevent the introduction of noxious weed seeds. Disturbed areas will be landscaped and/or seeded with certified weed-free mixes. Contract documents will specify a noxious weed management plan to control noxious weeds. Noxious weed control and abatement will be implemented as part of ongoing project maintenance.
Contractor	16	Vegetation	In the event that cacti and yucca species are present, plant salvage will be performed by the contractor prior to construction activities. A preconstruction survey surrounding the Kyle Canyon Road interchange will be performed by a qualified biologist to identify any resources of concern. Impacts to desert tortoise will be prevented. Mitigation fees in the amount of \$705 will be paid per acre of disturbance.
NDOT Design Division	18	Visual	Aesthetic treatments to barriers and structures within the project area will be in accordance with Nevada Department of Transportation's (NDOT) Landscape and Aesthetics Master Plan. New freeway and street lighting will employ shields to minimize light and glare impacts on adjacent residences.
Contractor	22	Air Quality	NDOT contract documents will specify that the contractor must implement a watering program for dust abatement to minimize air quality impacts during construction. In addition, the contractor must comply with all federal, state, and local laws, including Clark County Department of Air Quality and Environmental Management (DAQEM) regulations governing air pollution control.

Responsible Party(ies)	EA Page No. Reference	Mitigation Category	Description
Contractor	42	Noise	<p>Soundwalls will be constructed early in the project, as feasible, to mitigate construction noise (see Figures 8a through 8h).</p> <p>Contract documents will require the contractor to submit a noise control plan for review and approval by NDOT. Contract specifications will address hours of operation and noise-level limits. Construction specifications will require performance of proper maintenance on construction equipment and that stationary equipment be placed as far from homes as feasible.</p>
NDOT Design Division	42 44	Drainage/Flood Control/Water Quality	<p>Floodplain impacts will be minimized by improving the offsite drainage system in consultation with the Clark County Regional Flood Control District (CCRFCFCD). Offsite drainage cross culverts will be extended to accommodate roadway widening and soundwall construction while maintaining flow patterns.</p> <p>Erosion control measures will be incorporated for site soil stabilization and to reduce deposition of sediments in the adjacent surface waters. Measures will include the application of soil stabilizers such as landscaping, mulch, and rock slope protection. Erosion control measures will be designed to filter the stormwater originating from the pavement prior to entering the offsite drainage system.</p>
Contractor	44	Water Quality	<p>If previously unidentified wells are encountered during project construction, the contractor is responsible for notifying the Nevada Department of Water Resources and for retaining a Nevada-licensed driller to properly abandon the well.</p>

1. PROPOSED ACTION

1.1 Description

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), 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 illustrates the project location and limits. This project proposes to add lanes on US 95, interchanges at Horse Drive and Kyle Canyon Road, and a system interchange 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.

The proposed improvements to US 95 would consist of widening the roadway to include one high-occupancy vehicle (HOV) lane in each direction and six general purpose lanes (three in each direction) from Washington Avenue to Durango Drive, and from four to six general purpose lanes (three in each direction) from Durango Drive to Kyle Canyon Road. Other project components include new service interchanges at Horse Drive and Kyle Canyon Road, the system-to-system interchange between US 95 and the Bruce Woodbury Beltway (CC-215), and improvements to the Cheyenne Avenue, Rancho Drive/Ann Road, and Durango Drive interchanges. Auxiliary lanes between interchanges would be built throughout the project limits in the northbound (NB) and southbound (SB) directions except for the portion of US 95 between Centennial Parkway and Durango Drive where the traffic analysis indicates auxiliary lanes are not warranted. Ramp metering facilities would be installed at all entrance ramps and include HOV bypass lanes from Washington Avenue to Durango Drive. A new park-and-ride facility would be constructed by the Regional Transportation Commission of Southern Nevada (RTC) and NDOT in the southwest quadrant of the US 95/Durango Drive interchange.

1.2 Purpose and Need

The purpose of the proposed project is to alleviate congestion within the corridor by increasing capacity and to improve regional connectivity, consistent with land use planning, by providing new and improved freeway connections.

US 95 serves the Las Vegas Valley as the primary transportation link between northwest Las Vegas and downtown Las Vegas and Interstate 15 (I-15). According to the University of Nevada Las Vegas Center for Business and Economic Research, the population in the Las Vegas Valley is expected to increase by 72 percent from 2004 to 2030, bringing the total population in Las Vegas to over 2.9 million residents. Land east of US 95 and north of Durango Drive has been developed with residential subdivisions, an elementary school, and a golf course. The west side of the highway and areas near Grand Teton Drive are undergoing planned development for single-family and multi-family residences, and development is expected to expand to include parcels near Kyle Canyon Road.

US 95 will be unable to accommodate the projected traffic volumes over the next 20 years. In the AM peak period (7:00 a.m. to 9:00 a.m.), traffic volumes at the southern end of the project will increase from 9,800 vehicles to 17,200 vehicles in the SB direction. During the PM peak period (4:00 p.m. to 6:00 p.m.), traffic volumes will increase from 9,500 vehicles to 18,900 vehicles in the NB direction. At the northern end of the project, the AM peak-period traffic volumes will increase from 600 vehicles to 4,400 vehicles in the SB direction. During the PM peak period, traffic volumes will increase from 2,200 vehicles to 7,700 vehicles in the NB direction. The projected volumes in the peak period in each direction will exceed the freeway capacity. Future traffic forecasts were produced using RTC's 2004 Regional Travel Demand Model. The 2030 Regional Transportation Plan (RTP) highway network was assumed and tested with Year 2030 land use.

Traffic operating conditions are described and compared using Level of Service (LOS) values. LOS values are designated from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Table 1 shows peak-hour LOS for sections of US 95 from Washington Avenue to Kyle Canyon Road. Depicted are the existing condition and the forecasted future No Build and Build Alternatives. The information in Table 1 indicates that future traffic conditions on the freeway will be worse if the proposed capacity improvements are not made to US 95. Sections of US 95 will experience LOS F conditions in the NB AM and PM peak hours and the SB AM peak hour with no improvements. These conditions would be improved to LOS D with construction of the Build Alternative.

**Table 1
Freeway Levels of Service**

Freeway Sections	Existing Condition		No Build Alternative (2030)		Build Alternative (2030)	
	NB (AM/PM)	SB (AM/PM)	NB (AM/PM)	SB (AM/PM)	NB (AM/PM)	SB (AM/PM)
Washington Avenue to Ann Road	B/C	C/C	D/F	D/D	B/C	D/C
Ann Road to Durango Drive	B/C	C/B	D/D	F/C	B/C	C/C
Durango Drive to Kyle Canyon Road	A/B	B/B	F/F	B/B	A/B	B/A

Source: Parsons, US 95 Corridor Traffic Study, August 2006.

1.2.1 Crash Data

Crash statistics have been compiled for the Cheyenne Avenue to Kyle Canyon Road portion of US 95. During the 3-year period from October 1, 2000, through October 1, 2003, 347 crashes were reported within these limits. Thirty-four percent of the crashes were a result of running off the roadway; 25 and 17 percent were rear-end and sideswipe collisions, respectively. Rear-end collisions and sideswipe collisions are associated with congested roadways where heavy merging and diverging movements occur between interchange ramps. One head-on collision, resulting in two deaths, was also recorded along the freeway segment during the reporting period. Installation of a median barrier north of Craig Road, which is proposed as part of the Build Alternative, would prevent future head-on collisions.

1.3 Alternatives

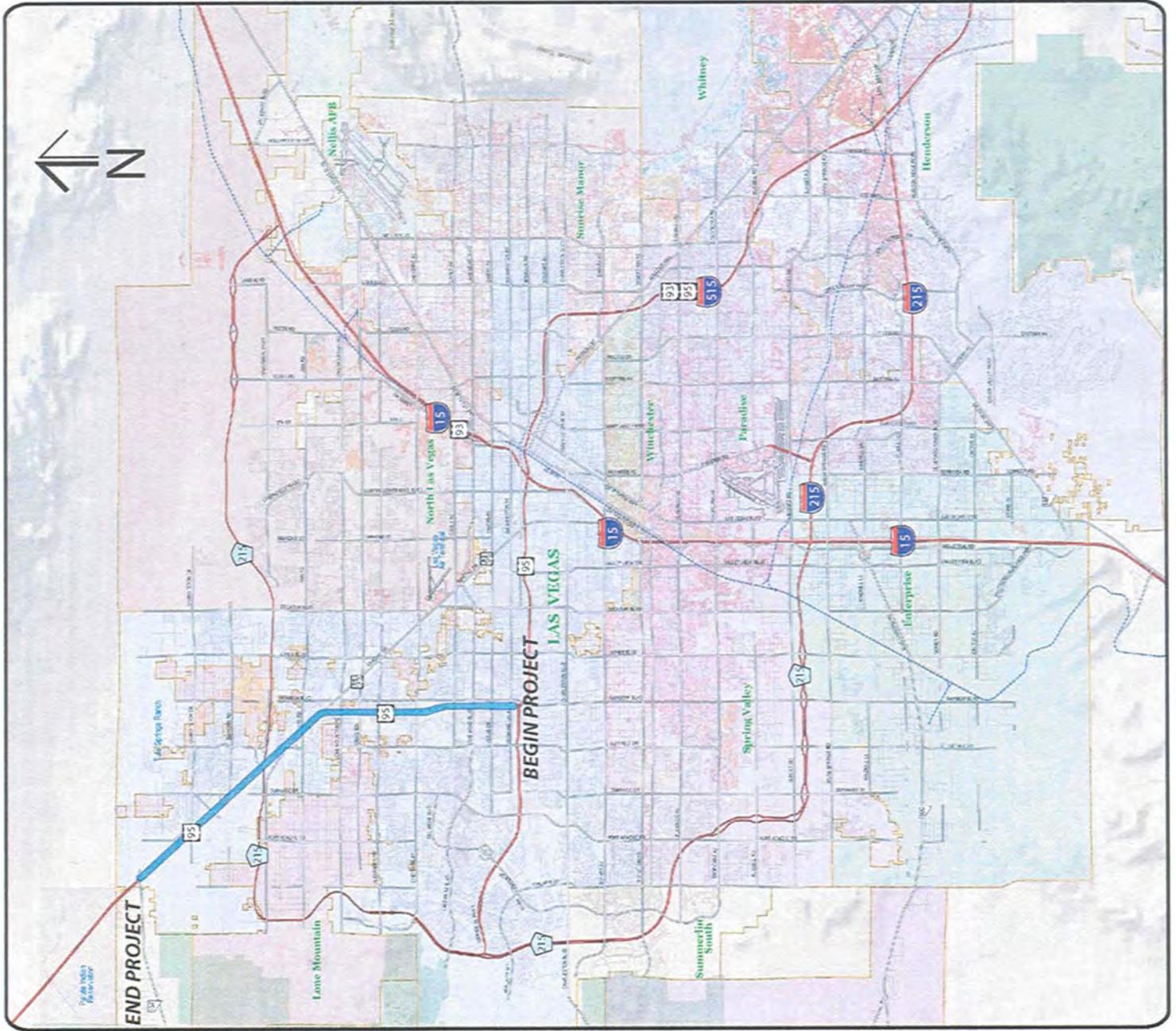
Project alternatives being considered include “no action” (No Build Alternative) and the Build Alternative, which provides physical improvements to the existing roadway.¹ Following are descriptions of the eliminated alternatives.

1.3.1 Alternatives Considered but Eliminated

Improvements to Local Arterials and Frontage Roads

The use of arterials and frontage roads was considered as an alternative method of accommodating existing and projected traffic volumes along the US 95 project corridor. Four arterials are within 1-mile of US 95 from Washington Avenue to Lone Mountain Road. Tenaya Way and Buffalo Drive parallel the

¹ Parsons. *US 95 Northwest Alternatives Report*. August 2006.



US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
PROJECT LOCATION
FIGURE 1



highway to the west, and Rainbow Boulevard and Torrey Pines Drive parallel the highway to the east. Centennial Center Boulevard and Oso Blanca Road parallel the west side of the highway from Ann Road to Kyle Canyon Road, and Sky Pointe Drive and Centennial Parkway parallel the east side of US 95.

The arterials and frontage roads are used as overflow routes for US 95. These roads (either individually or in combination) are inadequate to accommodate traffic volumes projected for the US 95 corridor, and traffic flow is frequently interrupted by cross streets, commercial areas, and residential areas. Improvements to arterials and frontage roads was not carried forward for further consideration because there would be no contiguous linkage from Cheyenne Avenue to Kyle Canyon Road.

Development of a Regional Fixed Guideway

An effective regional fixed guideway system would require linking population centers and commercial centers. Construction of a system along the 13-mile-long US 95 project corridor would fail to link major population areas and the Las Vegas central business district; a fixed guideway system would be feasible if it were of sufficient scope to include a broad range of residential and commercial centers in the Las Vegas Valley. Guideway infrastructure in the 13-mile-long US 95 corridor would fail to accommodate regional transportation demand; therefore, the alternative was not carried forward for further consideration.

Increased Bus Service along the Highway Corridor

Increased bus service along the US 95 corridor was considered as a potential alternative to highway improvements. The Citizens Area Transit (CAT Metro) provides bus service to a large portion of the project area, and much of the area adjacent to the southern portion of the highway is within 0.25-mile from a bus line. Data compiled by RTC indicate that travel time to work by bus averaged 51.5 minutes (as reported by the 2000 Census), whereas travel to work by automobile averaged 22.6 minutes. RTC also indicated that although the total annual service hours have generally increased over the past 10 years, total annual ridership has remained constant during the period from 1998 through 2002. Increased bus service would fail to meet the demands and would not reduce traffic within the US 95 corridor; therefore, an alternative consisting of increased bus service was not carried forward for further consideration.

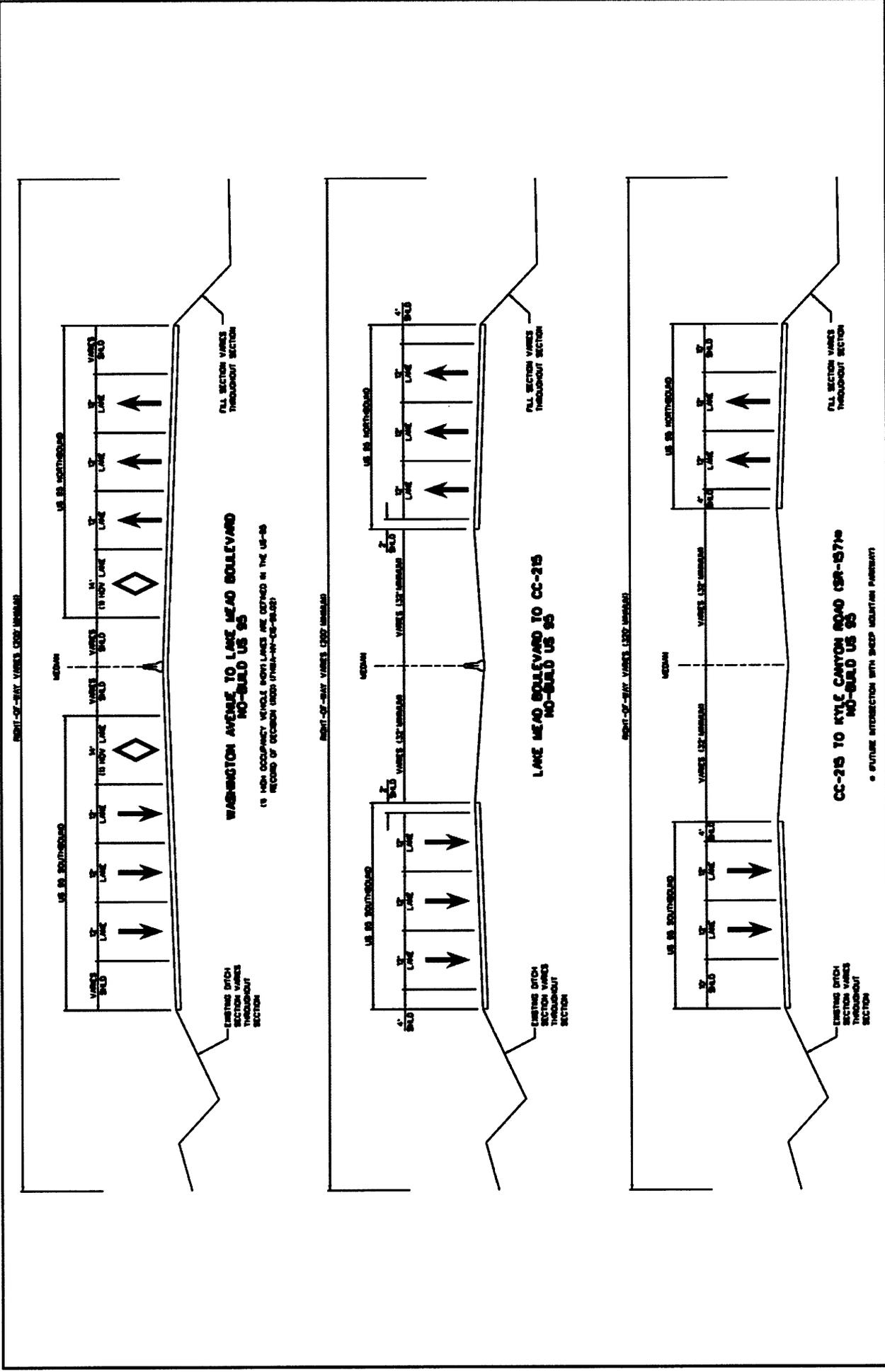
1.3.2 No Build Alternative

The No Build Alternative would maintain the US 95 project section in its current configuration, consisting of three general purpose lanes and one HOV lane in each direction between Washington Avenue and Lake Mead Boulevard, three general purpose lanes in each direction between Lake Mead Boulevard and the Bruce Woodbury Beltway (CC-215), and two general purpose lanes in each direction between CC-215 and Kyle Canyon Road. Existing interchanges and overpasses at Craig Road, North Rancho Drive, Ann Road, Centennial Parkway, Durango Drive, and Kyle Canyon Road would remain in their current configurations, and new interchanges would not be constructed. The No Build Alternative also would preclude the installation of new soundwalls or a median barrier along the highway segment. Figure 2 displays the No Build cross section.

1.3.3 Build Alternative

The proposed improvements to US 95 would consist of widening the roadway to include one HOV lane in each direction and six general purpose lanes (three in each direction) from Washington Avenue to Durango Drive, and six general purpose lanes (three in each direction) from Durango Drive to Kyle Canyon Road. Figure 3 displays the cross section of the proposed project. Other project components include new service interchanges at Horse Drive and Kyle Canyon Road, the system-to-system interchange between US 95 and the Bruce Woodbury Beltway (CC-215), and improvements to the Cheyenne Avenue, Rancho Drive/Ann Road, and Durango Drive interchanges. Auxiliary lanes between interchanges would be built throughout the project limits in the NB and SB directions. Ramp metering facilities would be installed at all entrance ramps and include HOV bypass lanes from Washington

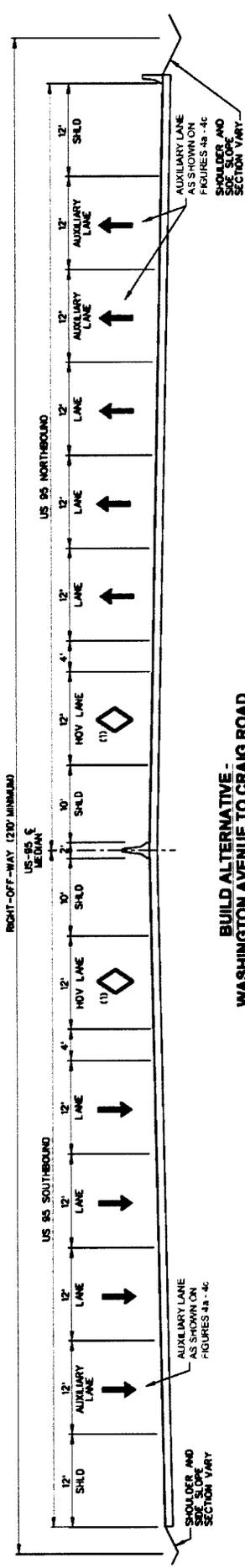
Avenue to Durango Drive. A new park-and-ride facility would be constructed by RTC and NDOT in the southwest quadrant of the US 95/Durango Drive interchange. Figures 4a through 4h display the general plan of the proposed improvements to the US 95 corridor.



US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
 No Build Alternative Cross Sections
 FIGURE 2

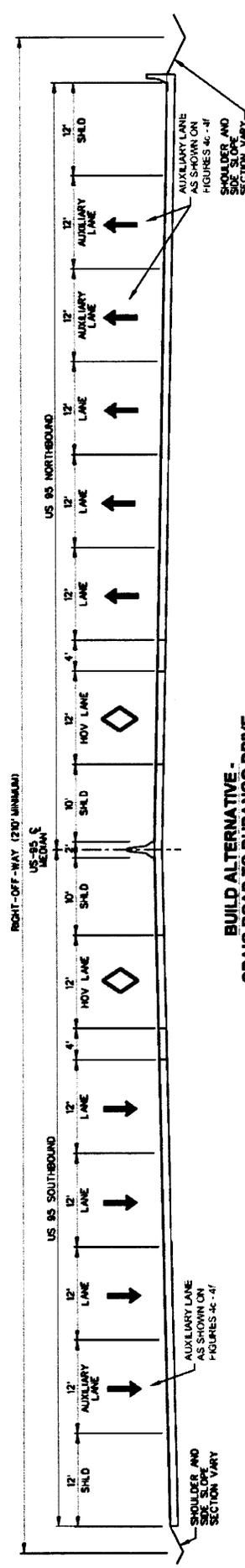


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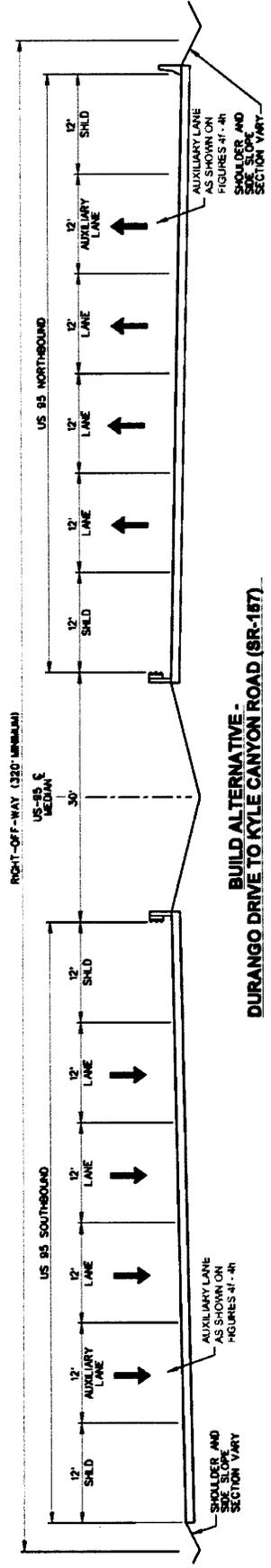


**BUILD ALTERNATIVE -
WASHINGTON AVENUE TO CRAIG ROAD**

(1) HOV LINES ARE EXISTING BETWEEN WASHINGTON AVENUE TO CRAIG ROAD



**BUILD ALTERNATIVE -
CRAIG ROAD TO DURANGO DRIVE**



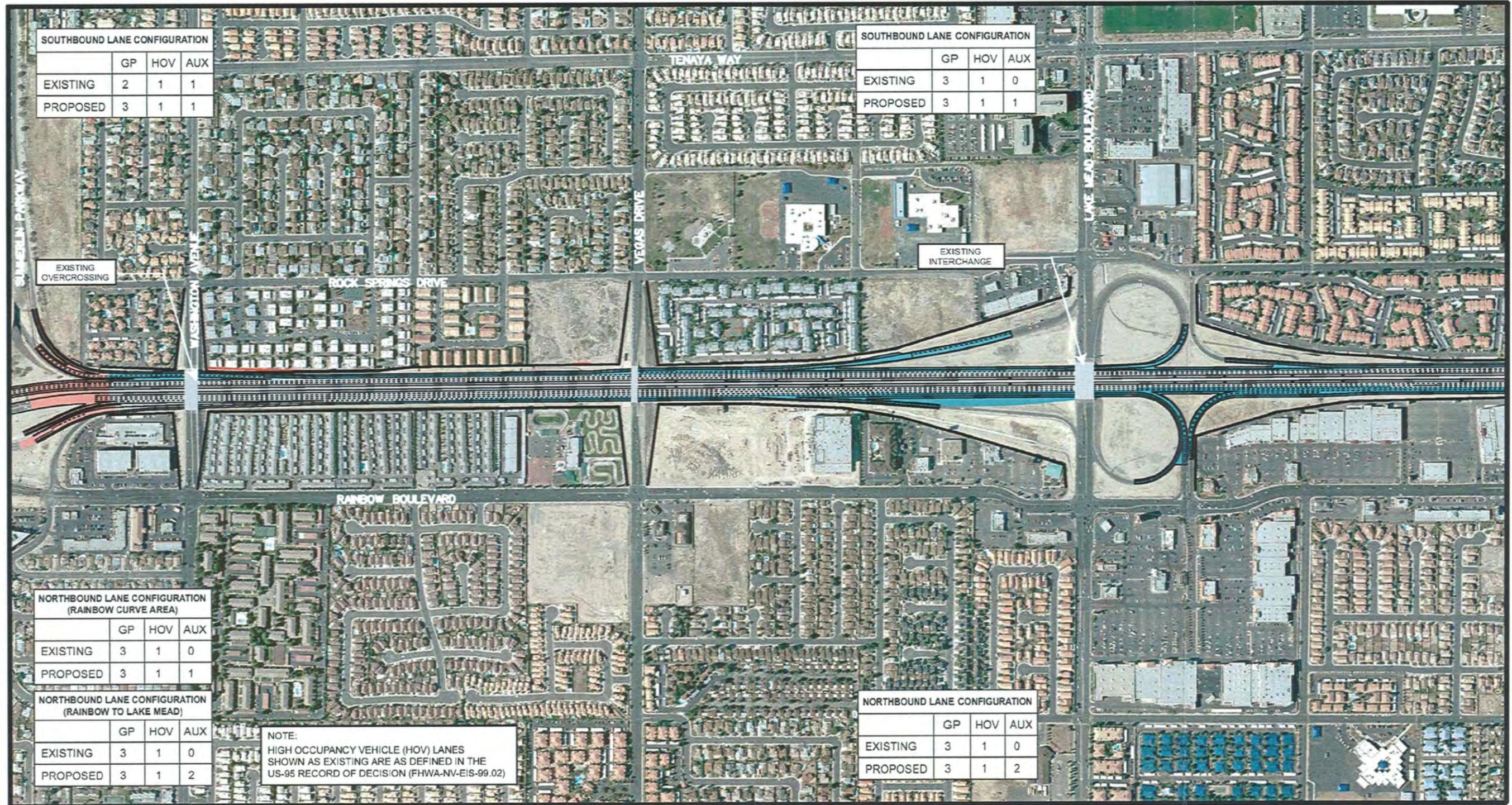
**BUILD ALTERNATIVE -
DURANGO DRIVE TO KYLE CANYON ROAD (SR-157)**

**US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
Build Alternative Cross Sections**

FIGURE 3

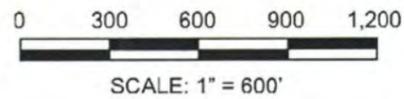


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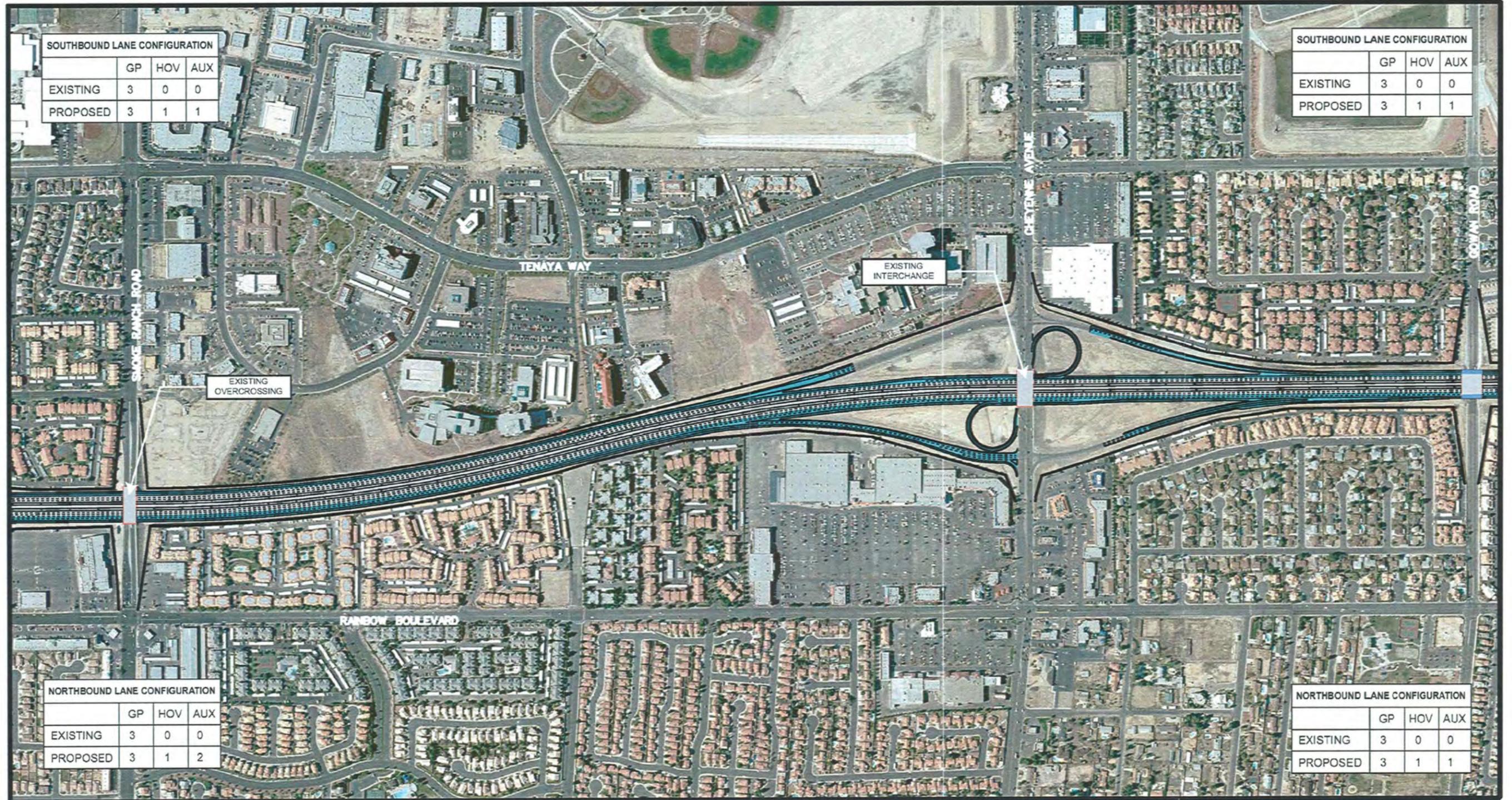


LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Ongoing Projects
- Transition to Existing

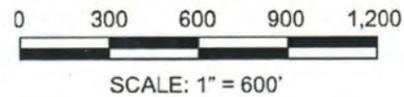


US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
Build Alternative
FIGURE 4a

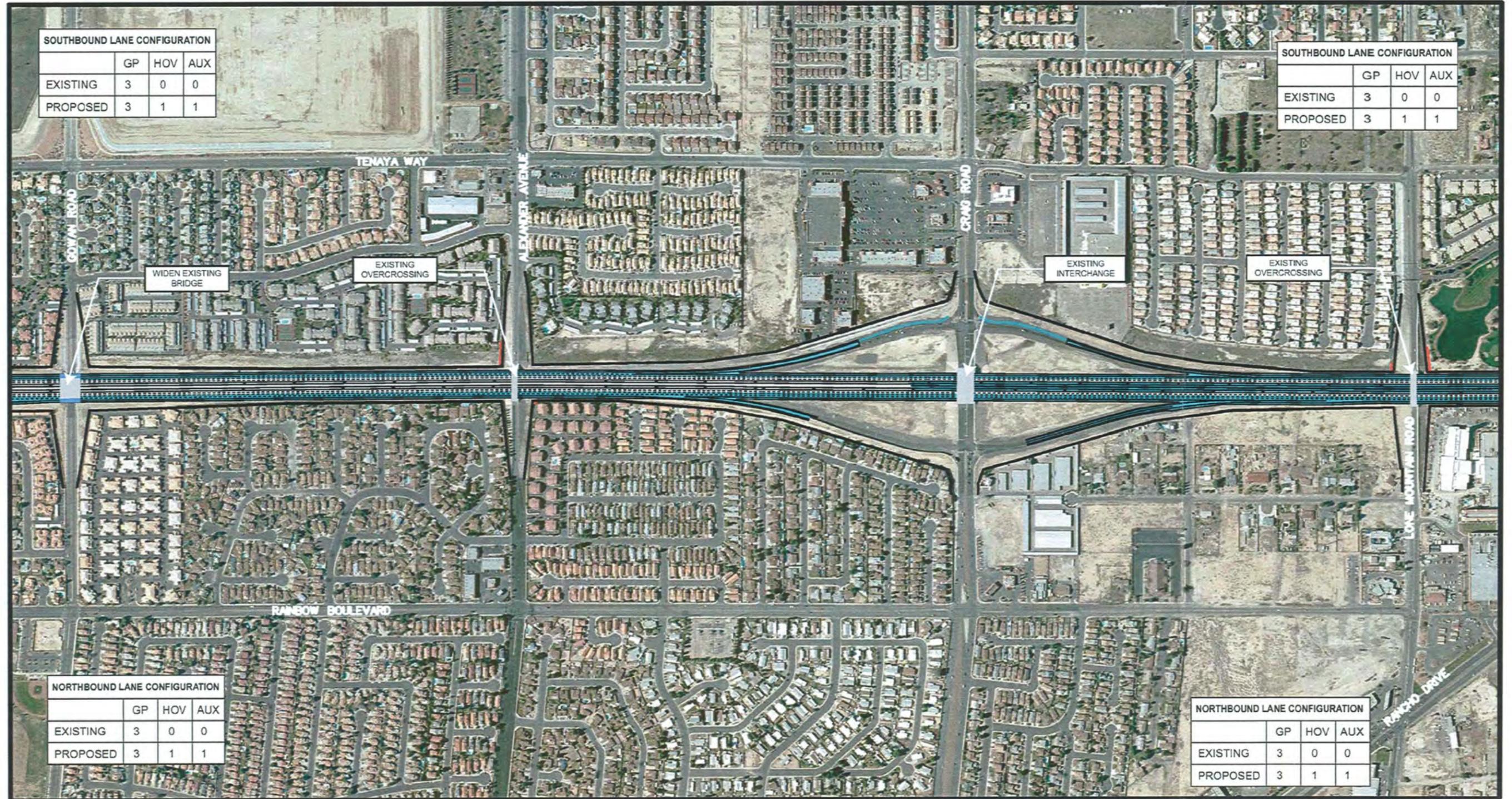


LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Transition to Existing
- Ongoing Projects

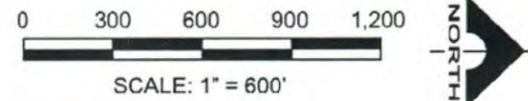


US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
Build Alternative
FIGURE 4b

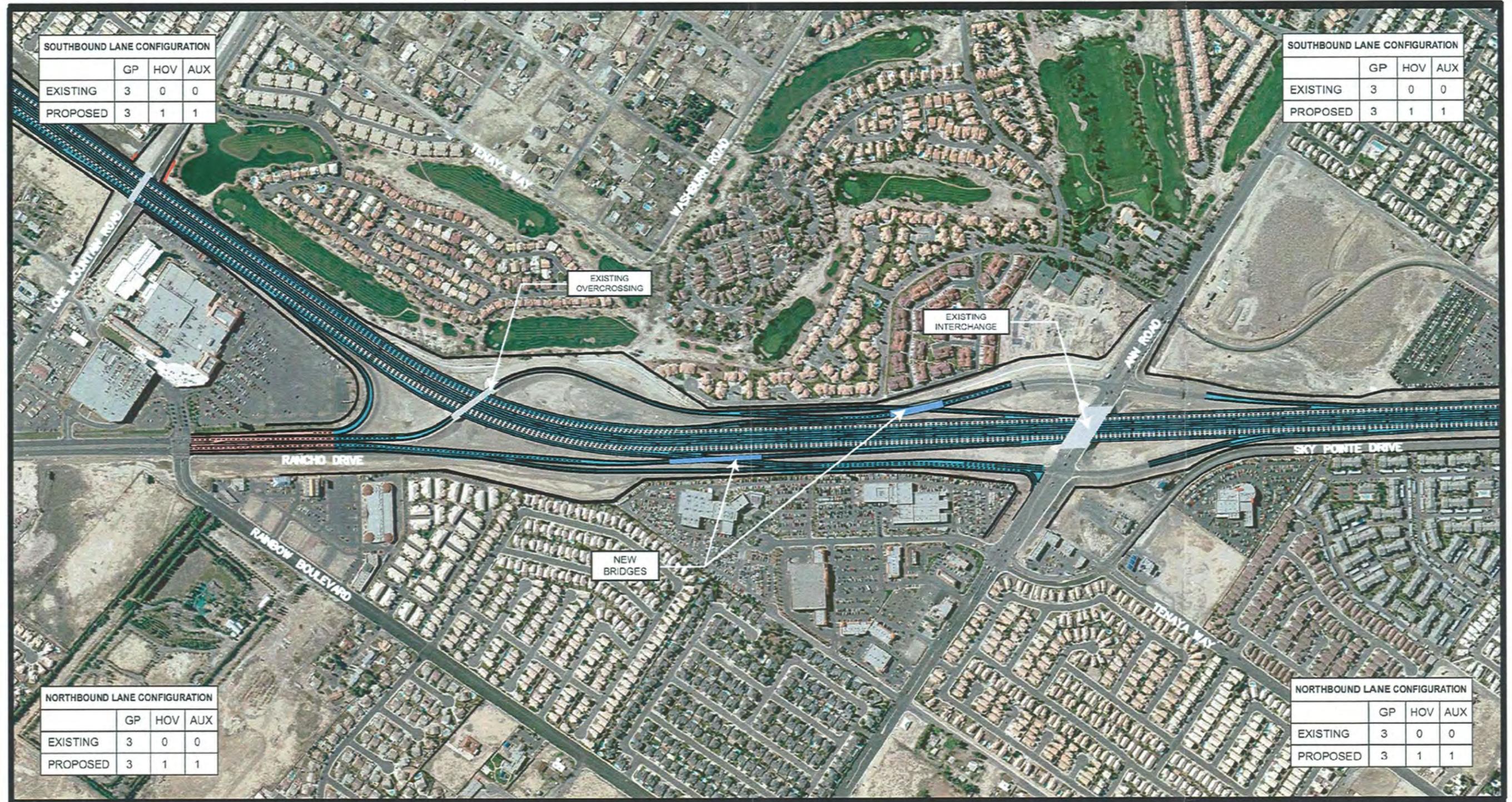


LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Transition to Existing
- Ongoing Projects

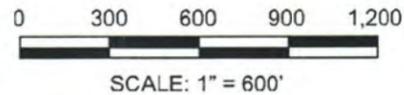


US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
 FIGURE 4c

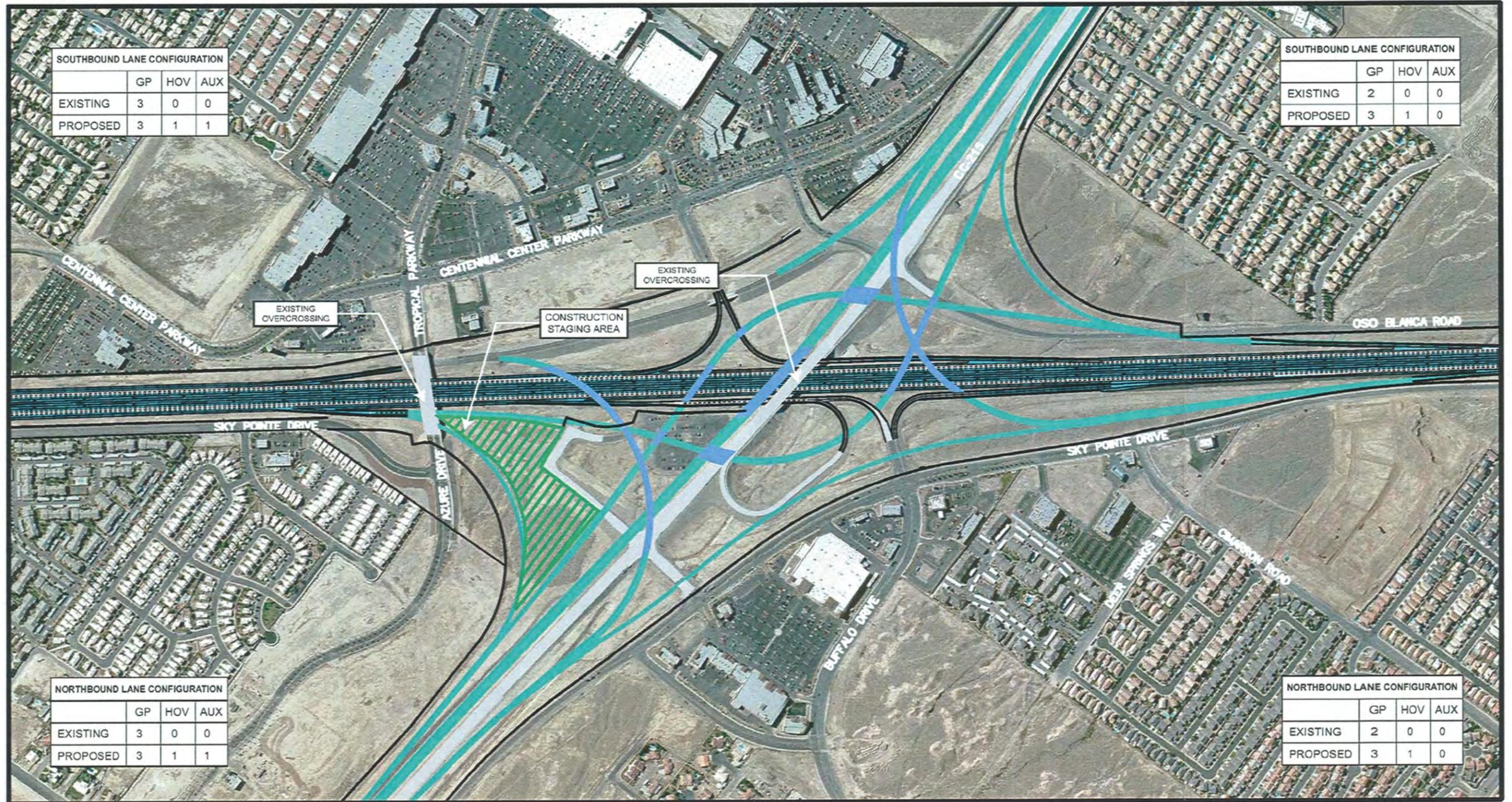


LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Transition to Existing
- Ongoing Projects

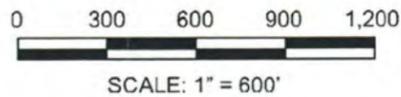


US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
 FIGURE 4d



LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- New Structure
- Transition to Existing
- Ongoing Projects
- CC-215/US 95 System Interchange

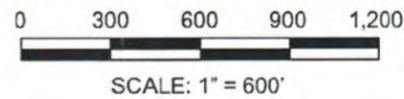


US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
 FIGURE 4e



LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Transition to Existing
- Ongoing Projects



US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
FIGURE 4f



SOUTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

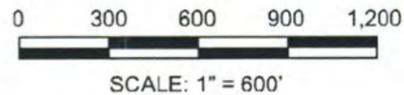
SOUTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

NORTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

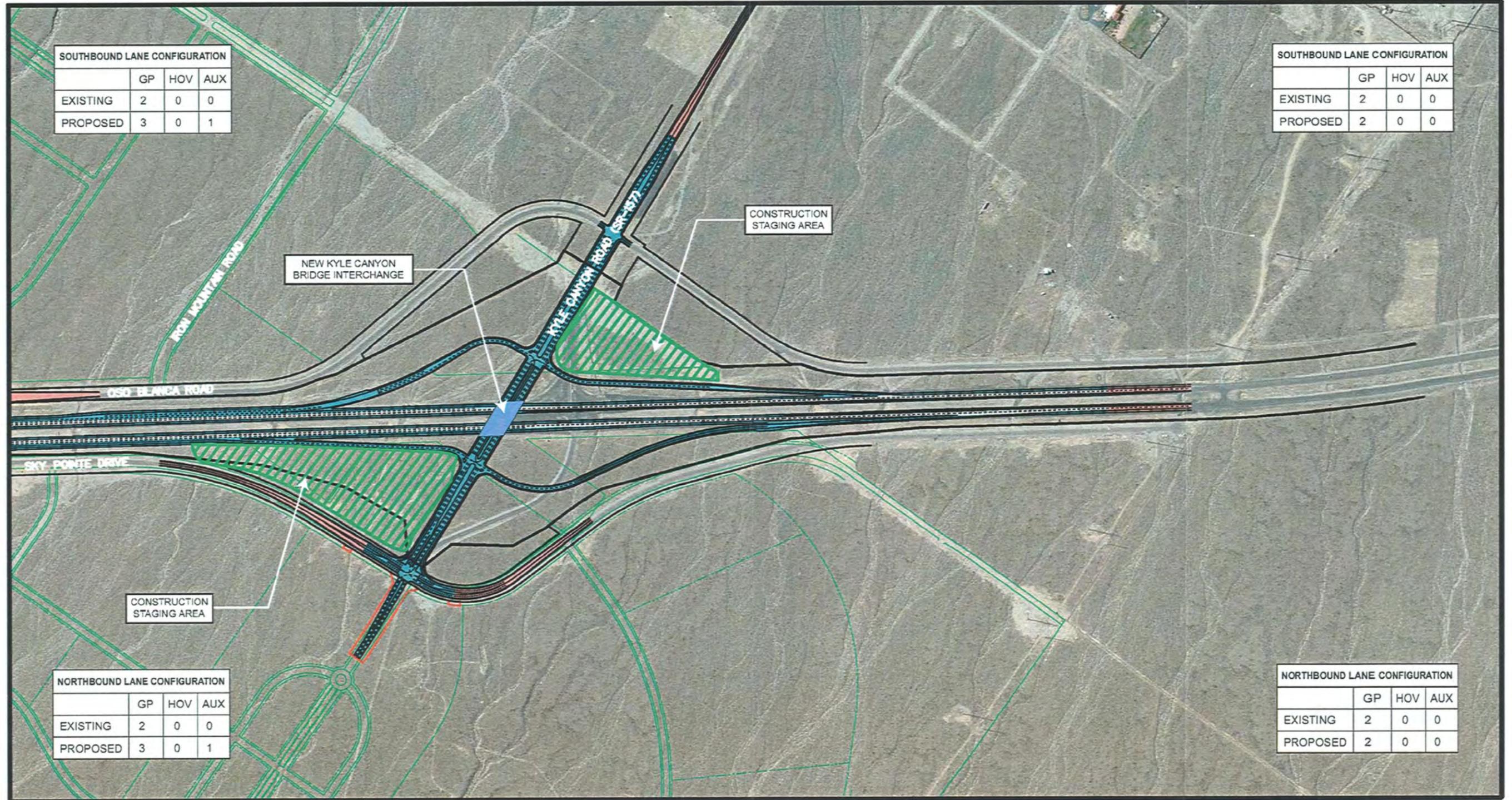
NORTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Ongoing Projects
- Transition to Existing



US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
 FIGURE 4g



SOUTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

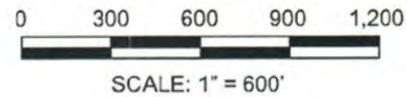
SOUTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	2	0	0

NORTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	3	0	1

NORTHBOUND LANE CONFIGURATION			
	GP	HOV	AUX
EXISTING	2	0	0
PROPOSED	2	0	0

LEGEND

- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Local Roads (by others)
- Existing Roadway
- Build- New Pavement
- Transition to Existing
- Ongoing Projects



US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
Build Alternative
 FIGURE 4h

2. ENVIRONMENTAL IMPACTS AND MITIGATION

2.1 Areas of No Impact

Social and natural environmental elements that have been evaluated and found to not be adversely affected by the proposed project are summarized below:

- Cultural Resources – The project’s Area of Potential Effects (APE) was subject to archival records search and field survey, and no cultural or historical resources were found.² The State Historic Preservation Officer (SHPO) letter indicating concurrence with these findings is included in Appendix F.
- Native American Consultation – Based on formal consultation by FHWA, there are no known Native American concerns regarding the proposed project (Appendix E).
- Hazardous Waste/Materials – No known hazardous waste/materials sites exist within the project area.³ Prior to demolition, structures would be assessed for potential asbestos, for example in expansion joints, and any required abatement measures would be enforced.
- Environmental Justice – Based on available demographic data, there would be no disproportionate, adverse environmental justice impacts.

2.2 Biological Resources

2.2.1 Existing Conditions

Lands adjacent to the US 95 corridor have been extensively modified by urban development; consequently, native desert habitat has been eliminated throughout the area. Frontage roads, local roads, residential neighborhoods, and retail shopping centers abut the corridor south of Fort Apache Road. The area near Kyle Canyon Road where urban developments are not yet fully realized has been partially altered by paved roads leading to proposed residential tracts. Additional development is expected adjacent to Kyle Canyon Road as part of the Kyle Canyon Gateway Master Plan. Native vegetation, including cacti and yucca, are found in very low densities near the Kyle Canyon Road interchange (see Appendix C).⁴

2.2.2 Impacts

Proposed improvements to US 95 would be carried out primarily within the existing right-of-way (ROW) and within areas that have been disturbed by previous highway improvements. Areas of new ROW, at proposed interchange locations, are adjacent to the highway where biological resources have been disturbed. Due to the sparse distribution of plant species and the proximity to developed areas, impacts to biological resources (including special-status species) in the area would not be anticipated

No wetlands or waters of the United States that would be subject to Section 404 of the Clean Water Act are present within the project ROW or in areas that would be affected by project construction or operation.

² Parsons. *US 95 Northwest Cultural Resources Technical Report – Washington Avenue to Kyle Canyon Road*. February 2006 and *US 95 Northwest Historical Architecture Survey Report – Washington Avenue to Kyle Canyon Road*. April 2007..

³ Parsons. *US 95 Northwest Hazardous Waste and Materials Site Assessment – Washington Avenue to Kyle Canyon Road*. May 2005.

⁴ Parsons. *US 95 Northwest Biological Resources Analysis Report – Washington Avenue to Kyle Canyon Road*. March 2005.

2.2.3 Mitigation

In compliance with Executive Order 13112 regarding noxious weeds, earth-moving and hauling equipment will be washed at the contractor's storage facility prior to arriving onsite to prevent the introduction of noxious weed seeds. Disturbed areas will be landscaped and/or seeded with certified weed-free mixes.

Contract documents will specify a noxious weed management plan to control noxious weeds. Noxious weed control and abatement will also be implemented as part of ongoing project maintenance.

In the event that cacti and yucca species are present, plant salvage will be performed by the contractor prior to construction activities. Specifications for plant salvage will be developed in conjunction with the Nevada Division of Forestry and included in contract construction documents.

A preconstruction survey surrounding the Kyle Canyon Road interchange will be performed by a qualified biologist to identify any resources of concern. Mitigation fees in the amount of \$705, as indexed for inflation, will be paid per acre of disturbance in accordance with the Clark County Multiple Species Habitat Conservation Plan.

2.3 Social Considerations

2.3.1 Existing Conditions

Population

The proposed US 95 Northwest project is located in a fast-growing, urbanized area of northwest Las Vegas, Nevada. During the 10-year period from 1990 to 2000, Clark County had the fastest growing population in the United States – approximately an 86 percent population increase. Similar population growth occurred in the City of Las Vegas during the same decade. The population of Las Vegas grew from 268,330 in 1990 to 478,434 in 2000, which is approximately a 78 percent increase.⁵ A steady growth trend is expected for Clark County in the next decade.

Land Use

Land uses along the US 95 project corridor range from established and new single-family and multi-family neighborhoods to retail/commercial centers located at major crossroads. Undeveloped land is located in the northern portion of the corridor, north of the proposed Kyle Canyon Road interchange, but it is planned for development as part of the Kyle Canyon Gateway Master Plan. Development within the vicinity of the CC-215/US 95 interchange has resulted in adoption of the Centennial Hills Sector Plan⁶ and development of the Centennial Hills Town Center Land Use Plan.⁷ Focus Property Group purchased 1,600 acres of Bureau of Land Management (BLM) land near Kyle Canyon Road and, with the City of Las Vegas, is preparing the Kyle Canyon Gateway Master Plan (see Figure 5).

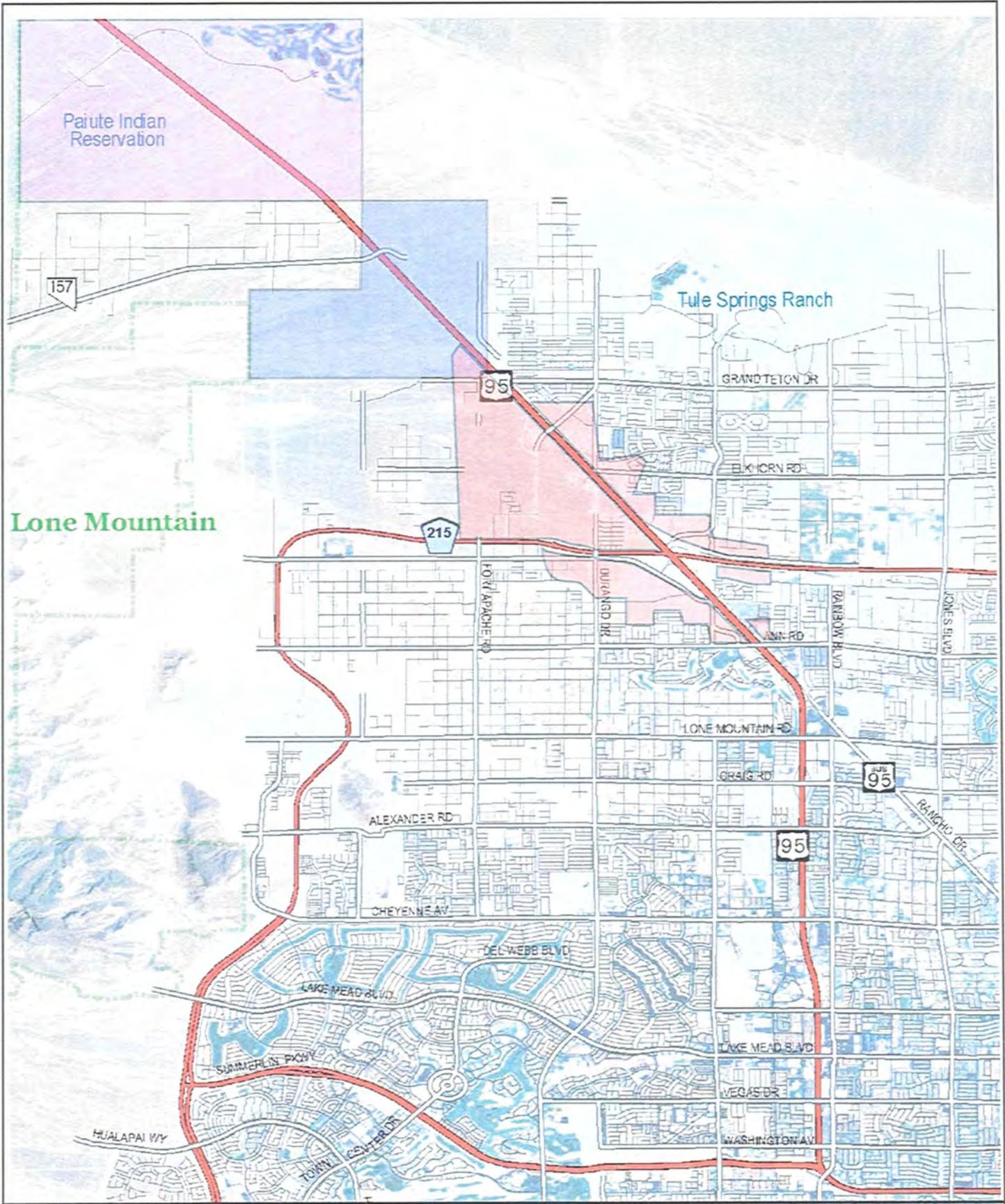
Medical facilities, consisting of Columbia Sunrise/Mountain View Hospital, Health South/Tenaya Hospital, doctor's offices, and special-care facilities, dominate the area west of the US 95 project corridor between Cheyenne Avenue and Smoke Ranch Road. Seven public parks, three public schools, and two day-care centers are within 0.5-mile of US 95 in the project area.

Approximately 80 percent of land uses adjacent to the US 95 project corridor are classified as either single- or multi-family residential. Adjacent retail/commercial land uses total approximately 15 percent, and undeveloped land totals approximately 5 percent.

⁵ United States Census Bureau. <http://www.census.gov>. 2006.

⁶ City of Las Vegas. *Centennial Hills Sector Plan*. May 2003.

⁷ City of Las Vegas. *Centennial Hills Town Center Land Use Plan*. 2002.



LEGEND

- PAIUTE MASTER PLAN
- KYLE CANYON GATEWAY MASTER PLAN
- CENTENNIAL HILLS TOWN CENTER

**US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT**

**Land Use
FIGURE 5**

Visual Resources

The project area is characterized by visual elements associated with commercial, residential, and transportation development, as well as undeveloped native desert parcels. The development within the US 95 project corridor limits views to foreground and mid-ground viewsheds, except for the northern limits, which contain more open space. Within most of the corridor, adjacent properties only have views of their immediate neighborhood. The views vary throughout the corridor from residential and commercial development to major transportation features (e.g., walls, structures, and signage) associated with US 95 and other surface transportation facilities. In the northern limits of the corridor, the background views east and west of the freeway consist of jagged, dark grey mountains with alluvial fans extending from the mountain base to form the valley floor. The terrain is slightly undulating over dry washes.

Viewers are categorized into two classes – viewers from the road and viewers of the road. Views from the highway consist of numerous billboards and overhead traffic signage within foreground views. Commercial structures, such as office buildings and various retail establishments and residential areas east and west of the highway, dominate middle-ground views. Buildings and other structures rise vertically and horizontally with diverse colors and shades. Soundwalls along the highway ROW shield most views of residential areas from the roadway. A concrete median barrier divides NB and SB lanes for most of the project area; the median widens without a concrete barrier in the far northern portion of the project area. Mountains create background views. High mast lighting is installed in the median of US 95 from Washington Avenue to Ann Road and from Centennial Center Boulevard to Durango Drive.

Viewers traveling on US 95 are commuters, tourists, and interstate truckers, with peak travel times occurring during morning and evening commutes; however, the number of viewers remains high throughout the daytime hours. Viewer sensitivity is characterized as low due to the high rate of speed, the soundwalls blocking views, and the primarily peripheral views along the corridor.

The viewer population with views of the road is characterized as residential and commercial viewers traveling to and from retail establishments and/or work places and their homes. Views are from the adjacent properties and bridge overpasses. In areas where there are soundwalls, residential views of the highway are shielded. Viewer sensitivity for viewers of the road is characterized as low.

2.3.2 Impacts

The project corridor is an existing transportation facility and would have no direct impacts to land use or zoning. Construction of the proposed project would not alter existing land use.

Areas of new ROW acquired for the Horse Drive and Kyle Canyon Road interchanges (approximately 22 and 1.5 acres, respectively) and drainage facilities (approximately 0.5-acre) would not impact buildings, and they would not require the relocation of residents or businesses as a result of the Build Alternative.

The proposed project would alter the near and middle horizon viewshed from properties along the project corridor. The change in views would result from having a wider transportation facility, with more lanes, located closer to existing and planned development. The interchange improvements at Horse Drive, Kyle Canyon Road, and Bruce Woodbury Beltway (CC-215) would be visually consistent with existing overpasses within the project corridor, although Horse Drive would be a new interchange. The proposed new soundwalls would reduce residential views of distant mountains; however, the walls would shield views of the roadway and freeway traffic from the residential areas. No adverse impacts are anticipated.

New high mast lighting would be placed along US 95 in the median from north of Ann Road to Centennial Center Boulevard and north of Durango Drive to Kyle Canyon Road, and it would be consistent with the existing lighting within the corridor.

2.3.3 Mitigation

The proposed project is not expected to result in long-term adverse social or economic impacts. The proposed project is consistent with land use plans and policies. Therefore, mitigation measures are not required.

Aesthetic treatments to barriers and structures within the project area will be in accordance with NDOT's Landscape and Aesthetics Master Plan. New freeway and street lighting will employ shields to minimize light and glare impacts on adjacent residences.

2.4 Air Quality

In accordance with the federal Clean Air Act, the United States Environmental Protection Agency (EPA) has established primary and secondary national ambient air quality standards (NAAQS) for criteria air pollutants, as listed in Table 2. The Clark County Department of Air Quality and Environmental Management (DAQEM) is the regulatory and enforcement agency in Clark County, Nevada.

**Table 2
National Ambient Air Quality Standards**

Pollutant	Averaging Period	Primary Standards	Secondary Standards
Particulate Matter (PM ₁₀)	24-hour	150 µg/m ³	150 µg/m ³
	AAM	50 µg/m ³	50 µg/m ³
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m ³)	--
	1-hour	35 ppm (40 mg/m ³)	--

¹ The federal air quality standard for PM_{2.5} was adopted in 1997. Presently, no methodologies for determining impacts relating to PM_{2.5} have been developed or adopted by federal, state, or regional agencies. Additionally, no strategies or mitigation programs for PM_{2.5} have been developed or adopted by federal, state, or regional agencies.

AAM: annual arithmetic mean
mg/m³: milligrams per cubic meter
µg/m³: micrograms per cubic meter
ppm: parts per million

Source: United States Environmental Protection Agency, <http://www.epa.gov/air/criteria.html>. 2006.

2.4.1 Existing Conditions

Within Clark County, the cities of Las Vegas, North Las Vegas, and Henderson are collectively designated as nonattainment for carbon monoxide (CO) and PM₁₀ (particulate matter with an aerodynamic diameter less than 10 micrometers) by EPA.⁸ EPA has also designated Clark County as an 8-hour ozone (O₃) nonattainment area, although O₃ is not considered a "hot-spot" pollutant. The proposed project is located entirely within Hydrographic Area (HA) 212, which encompasses the Las Vegas Valley nonattainment area. According to EPA, the entire state of Nevada is in attainment/unclassifiable status for PM_{2.5}.

All areas designated as nonattainment are required to prepare plans showing how the area would meet the NAAQS and its respective attainment dates. These plans are called State Implementation Plans (SIP). A SIP is a compilation of goals, strategies, schedules, and enforcement actions that will lead the state into

⁸ Terry A. Hayes Associates, LLC. *US 95 Northwest Corridor Improvement Project from Washington Avenue to Kyle Canyon Road Air Quality Impact Technical Report*. February 2006.

compliance with all NAAQS. Clark County prepared the CO SIP in 2000, and EPA approved the CO SIP in September 2004. Clark County prepared the PM₁₀ SIP in 2001, which EPA approved in June 2004.

Project Conformity

The current transportation plan is the Fiscal Year (FY) 2006-2030 Regional Transportation Plan (RTP), and the transportation improvement program is the FY 2006-2008 Transportation Improvement Program (TIP). The TIP and RTP were adopted by the RTC on July 13, 2006. The United States Department of Transportation (DOT) approved the Air Quality Conformity Finding in the RTP in December 2006.

2.4.2 Impacts

A CO micro-scale analysis was performed at five intersections using the CAL3QHC air quality dispersion model to calculate CO concentrations for the No Build Alternative and the Build Alternative. In accordance with EPA's *Guideline for Modeling Carbon Monoxide from Roadway Intersections*, the three intersections with the highest traffic volumes and the three intersections with the lowest LOS under the Build Alternative were modeled. Five intersections were modeled in this analysis because one intersection (Lake Mead Boulevard and Rainbow Boulevard) would have both one of the highest traffic volumes and lowest LOS under the Build Alternative. As shown in Table 3, the federal 1- and 8-hour standards of 35 parts per million (ppm) and 9 ppm would not be exceeded at any of these locations.

Table 3
Year 2030 Carbon Monoxide Concentrations from CAL3QHC Model¹

Intersection	Concentrations 10 Feet from Intersection				Concentrations 80 Feet from Intersection ²			
	1-Hour Concentration (ppm)		8-Hour Concentration (ppm)		1-Hour Concentration (ppm)		8-Hour Concentration (ppm)	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Cheyenne Avenue and US 95 NB Ramps	8.2	8.5	5.9	6.1	7.7	8.0	5.5	5.8
Cheyenne Avenue and US 95 SB Ramps	7.7	8.1	5.5	5.8	7.5	8.1	5.4	5.8
Lake Mead Boulevard and Rainbow Boulevard	7.4	7.2	5.3	5.2	7.0	6.8	5.1	4.9
Horse Drive and US 95 NB Ramps ³	N/A	7.8	N/A	5.6	N/A	7.7	N/A	5.5
Rainbow Boulevard and US 95 Ramps ^{3,4}	N/A	11.1	N/A	7.9	N/A	10.9	N/A	7.8
NAAQS	35		9		35		9	

¹ CO concentrations include 1- and 8-hour ambient concentrations of 5.36 ppm and 3.93 ppm, respectively, for the urbanized area of Clark County. Ambient CO concentrations were derived from the EPA AirData Web site.

² A persistence factor of 0.7, which is typically used in urban areas, was used to convert project-related one-hour CO concentrations to 8-hour CO concentrations.

³ Intersection does not exist under No Build conditions.

⁴ When compared to the other four intersections, the Rainbow Boulevard and US 95 ramps intersection would experience the highest CO concentration under the Build condition because the on-ramps for this intersection are located closer to the US 95 mainline than the other four intersections.

Source: Terry A. Hayes Associates, *US 95 Northwest Corridor Improvement Project from Washington Avenue to Kyle Canyon Road Air Quality Impact Technical Report*. February 2006.

Sources of PM₁₀ during operation of the proposed project would include vehicle exhaust and road dust. Typically, PM₁₀ emissions from vehicle exhaust are highest when vehicles are idling. The Build Alternative would increase capacity along US 95, which would reduce congestion-related vehicle idling time, thereby reducing emissions of PM₁₀.

Construction

Periodic and localized increases in CO and PM₁₀ levels would occur during construction due to traffic congestion and equipment operations; however, such increases would be temporary and not cause long-term adverse impacts.

2.4.3 Mobile Source Air Toxics (MSATs)

EPA has established a list of six priority mobile source air toxics (MSATs). EPA identified the priority MSATs as those most likely to present the highest risks to human health, and they include the following volatile organic compounds (VOCs): benzene, formaldehyde, acetaldehyde, acrolein, and 1,3 butadiene. Diesel Particulate Matter (DPM), the sixth priority MSAT, is a fine aerosol composed of solid and liquid particles. MSATs are emitted from highway vehicles, such as cars, trucks, and buses, and non-road sources, such as aircraft, marine vessels, and construction equipment.

Air toxics analysis is an ongoing area of research by both EPA and FHWA, and procedures for modeling ambient concentrations of MSATs at the project level are being developed.⁹ It is possible to determine MSAT emission trends over time.

Year 2030 traffic volumes along the project corridor will exceed the threshold for low-impact projects (150,000 average daily traffic);¹⁰ therefore, MSAT emissions are being quantitatively assessed.

EPA's MOBILE6.2 emission factor model was used to analyze the relative MSAT emissions between transportation alternatives.¹¹

Input parameters for MOBILE6.2 were provided to NDOT by the DAQEM.¹² Traffic parameters, such as free-flow speeds and design capacities, were taken from Clark County's regional transportation plan.¹³ Current and future traffic volume data were derived from NDOT's traffic count network,¹⁴ as well as from external sources.¹⁵ The scope of the analysis encompassed those segments of the US 95 Northwest mainline slated for capacity improvements.

MSAT emission trends for the US 95 Northwest mainline are presented in Figure 6. The results show that emissions of total MSATs decrease over time for both the No Build and Build conditions. Although differences between the No Build and Build emissions for any given year are very small, Build emissions are less than No Build for the year 2030. Total MSAT emissions decrease by 47 percent from 2003 to 2030 along the freeway mainline. The vehicle fleet ages over time and engine performance will

⁹ Federal Highway Administration. *Interim Guidance on Air Toxic Analysis in NEPA Documents*. February 2006.

¹⁰ Ibid.

¹¹ Federal Highway Administration. FHWA report entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions among Transportation Project Alternatives*. www.fhwa.dot.gov/environmental/airtoxic/msatcompare/mastemissions.htm. 2005.

¹² Clark County Department of Air Quality and Environmental Management. *Carbon Monoxide State Implementation Plan Revision, Appendix A, Technical Support Document – Clark County CO Modeling and SIP Update* (January 2006). October 2005.

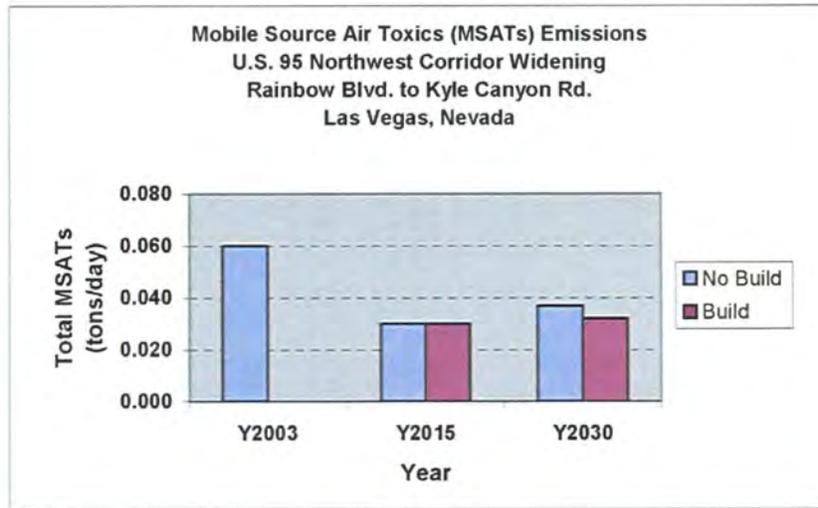
¹³ Regional Transportation Commission of Southern Nevada. *Regional Transportation Plan FY 2006-2040*. July 2006.

¹⁴ Nevada Department of Transportation. *Annual Traffic Report* and NDOT's TRINA online database. 2005.

¹⁵ Parsons. *US 95 Traffic Operations, Lake Mead to Kyle Canyon Road: Traffic Count Analysis*. 2003.

deteriorate, which explains the slight increase of emissions from 2015 to 2030. MSAT emissions are controlled by congested speeds and vehicle miles traveled (VMT).

Figure 6



Total MSAT emissions are very low. MSATs for the US 95 Northwest mainline are estimated to be less than 0.10-ton per day (Figure 6). To put this in perspective, the 2001 average daily emissions of VOCs from gasoline service stations in Clark County is approximately 5.6 tons per day.¹⁶ VOC emissions are higher because the population of Clark County has grown since 2001. Because most MSATs are VOCs, this example shows that MSAT emissions from vehicles on US 95 are insignificant by comparison.

For the U.S. as a whole, MSATs will be reduced by 68 percent between 2000 and 2020 (Figure 7). These projected reductions are a result of newly enacted control programs that include more stringent heavy-duty diesel engine emission standards and on-highway diesel fuel sulfur requirements. These reductions will be realized despite the projected 64 percent growth in VMT.

Figure 7



¹⁶ United States Environmental Protection Agency. *National Emissions Inventory (NEI): 2001 VOC data for Clark County, Nevada, 2001.*

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To summarize, total priority MSAT emissions along the US 95 Northwest corridor decrease for both the No Build and Build scenarios. From 2003 to 2030, MSAT emissions decrease by 47 percent for the Build condition. These capacity improvements slated for the US 95 Northwest corridor will relieve traffic congestion and increase average vehicle speeds along the corridor, resulting in lower emissions of MSATs and other pollutants. The projected decrease of total MSAT emissions suggests that the ambient concentrations of MSATs will also decrease over time.

The major mitigating factor in reducing future MSAT emissions is the nationwide implementation of EPA's new diesel engine emission control and fuel standards, thus providing tangible air quality benefits for the Las Vegas Valley beginning in 2007. In addition, NDOT is providing funding to the Clark County School District to retrofit their diesel bus fleet with emissions reduction technology. This last initiative will achieve additional MSAT reductions throughout the Las Vegas urbanized area over and above that predicted from the analysis presented here.

2.4.4 Mitigation

NDOT contract documents will specify that the contractor must implement a watering program for dust abatement to minimize air quality impacts during construction. In addition, the contractor must comply with all federal, state, and local laws, including DAQEM regulations governing air pollution control.

2.5 Noise

A noise study was performed for the proposed project in accordance with FHWA *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 Code of Federal Regulations [CFR] Part 772, 2001) (see Appendix D) and NDOT *Traffic and Construction Noise Abatement Policy*.¹⁷ Table 4 shows the FHWA noise abatement criteria (NAC). Table 5 shows the corresponding common indoor and outdoor activity sounds.

**Table 4
Noise Abatement Criteria**

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

Source: 23 CFR Part 772, 2005.

¹⁷ Nevada Department of Transportation. *Traffic and Construction Noise Abatement Policy*. 2003.

TABLE 5

TYPICAL SOUNDS AND THEIR CORRESPONDING NOISE LEVELS

OUTDOOR NOISE LEVELS

NOISE LEVEL DECIBELS

INDOOR NOISE LEVELS

JET FLYOVER @ 1000 ft (304.80m)



GAS LAWN MOWER @ 3ft (.91m)



DIESEL TRUCK @ 50ft (15.24m)



NOISY URBAN DAYTIME



GAS LAWN MOWER @ 100ft (30.48m)



FHWA NOISE IMPACT CRITERIA

HEAVY TRAFFIC @ 300ft (91.44m)



QUIET URBAN DAYTIME



QUIET URBAN NIGHTTIME



QUIET SUBURBAN NIGHTTIME



QUIET RURAL NIGHTTIME



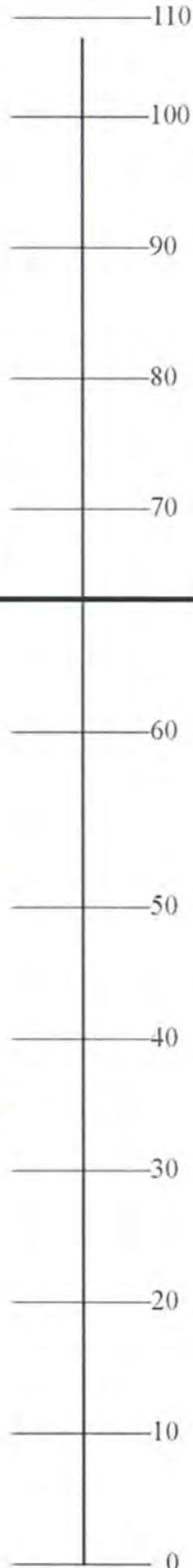
RUSTLING LEAVES



MOSQUITO @ 3 ft (.91M)



THRESHOLD OF HEARING



ROCK BAND



INSIDE SUBWAY TRAIN (NEW YORK CITY)



FOOD BLENDER @ 3 ft (.91m)



GARBAGE DISPOSAL @ 3 ft (.91m)



SHOUTING @ 3 ft (.91m)



VACUUM CLEANER @ 3 ft (.91m)



NDOT TRAFFIC NOISE POLICY (2/14/03)

NORMAL SPEECH @ 3 ft (.91m)



LARGE BUSINESS OFFICE



DISHWASHER IN THE NEXT ROOM



LARGE CONFERENCE ROOM (BACKGROUND)



LIBRARY



BEDROOM AT NIGHT



CONCERT HALL (BACKGROUND)



BROADCAST / RECORDING STUDIO (BACKGROUND)



THRESHOLD OF HEARING

2.5.1 Existing Conditions

Noise-sensitive land uses, called sensitive receptors, in the proposed project area consist mainly of single-family residences and multi-family housing developments that fall into Category B of the NAC. Noise was monitored and modeled at various locations of sensitive receptors along the US 95 corridor. Table 6 identifies the noise measurement locations and their respective measured noise levels. Short-term (20-minute) noise measurements were conducted at 12 residential locations that are representative sites for the sensitive receptors within the project corridor. Long-term (22- to 27-hour) measurements were also conducted at 9 receptors. The long-term measurements were used to supplement the short-term measurements to reflect the peak-hour noise.

**Table 6
Noise Measurements**

Site Number	Address	Noise Levels, dBA L _{eq}
ST 1	8137 Hesperides Avenue	63.8 ¹
ST 2	4901 Portraits Place	64.1 ¹
ST 3	3508 Winterhaven Street	56.2 ¹
ST 4	1056 Dalecrest Drive	64.3 ¹
ST 5	1055 Alexander Road	61.5 ¹
ST 6	3924 Prospect Street	56.6 ¹
ST 7	6991 Red Coach Avenue	70.2 ¹
ST 8	7001 Junctions Village Avenue	66.3 ¹
ST 9	733 Rock Springs Drive	61.7 ¹
ST 10	Mountain Springs Apartments #1080 1701 Rock Springs Drive	60.9 ¹
ST 11	Willow Tree HOA Building 1021 Rock Springs Drive	62.9 ¹
ST 12	Cayman Bay Apartments Building 12 2701 Rainbow Boulevard	61.5 ¹
LT 1	7857 Lovely Pine Place	55.8 ²
LT 2	5900 Sky Pointe Drive	65.0 ²
LT 3	8212 Deer Springs Way	60.8 ²
LT 4	7075 Gowan Road	59.0 ²
LT 5	6929 Delorean Circle	59.5 ²
LT 6	4901 Portraits Place	64.4 ²
LT 7	Highlands Apartments #57 1201 Rainbow Boulevard	59.1 ²
LT 8	Riviera Ranch Apartments #178-180 2801 Rainbow Boulevard	59.1 ²
LT 9	The Fountains #1139 2300 Rock Springs Drive	60.4 ²

¹Noise levels adjusted to reflect peak traffic noise hours.

²Reflects peak traffic noise hour.

dBA – A-weighted decibel

L_{eq} – equivalent sound level

Source: Parsons, US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road. February 2006.

2.5.2 Impacts

A traffic noise analysis was completed to identify impacts and to evaluate mitigation measures that would be applicable to the project area. A traffic noise impact occurs when predicted traffic noise levels “approach or exceed” the NAC or when the predicted noise levels “substantially exceed” the existing noise levels (23 CFR 722.5, g). NDOT defines “approach” as 1 A-weighted decibel (dBA) less than the FHWA impact criteria listed in Table 4 and “substantially greater” as a predicted noise increase equal to or greater than 15 dBA above existing noise levels. Table 7 summarizes the results of the modeling. Figures 8a through 8h show the location of the noise receivers and monitoring locations listed in Table 7.

**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, $L_{eq}(h)$	Predicted Noise Levels, dBA, $L_{eq}(h)$	Mitigated Noise Levels, dBA, $L_{eq}(h)$	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
Washington Avenue to Lake Mead Boulevard							
R1.1	MFR	62	67	65	Extension/ROW/S614	15	66
R1.2/LT7	MFR	63	67		Raising wall not feasible ^b		
R1.3	MFR	67	71		Raising/extending wall not feasible ^b		
R1.4	HOT	60	66		Not cost effective		
R1.5	MFR	63	67		Raising wall not feasible ^b		
R1.6	MFR	58	62		No impact		
R1.7/ST11	MFR	63	67		Raising wall not feasible ^b		
R1.8	MFR	63	67		Raising wall not feasible ^b		
R1.9	MFR	58	61		No impact		
R1.10	MFR	62	66		Raising wall not feasible ^b		
R1.11	MFR	61	65		No impact		
R1.12	MFR	69	73	66	Extension/Overlap/ ROW/S635	18	379
R1.13	MFR	65	68		Raising wall not feasible ^b		
R1.14	MFR	61	66		Raising wall not feasible ^b		
R1.15	MFR	52	56		No impact		
R1.16/ST10	MFR	61	67		Raising wall not feasible ^b		
R1.17	MFR	61	64		No impact		
R1.18	SCH	57	61		No impact		
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R1.19	SCH	59	62		No impact		
Lake Mead Boulevard to Cheyenne Avenue							
R2.1	MFR	62	65		No impact		
R2.2	MFR	60	63		No impact		
R2.3	MFR	59	62		No impact		
R2.4	MFR	59	63		No impact		
R2.5/ST12	MFR	59	63		No impact		
R2.6/LT8	MFR	59	63		No impact		
R2.7	MFR	58	62		No impact		
R2.8	MFR	60	64		No impact		
R2.9	MFR	59	62		No impact		
R2.10	MFR	59	62		No impact		
R2.11	HOT	68	72		Not cost effective ^c		
R2.11A	HOT	72	75		Not cost effective ^c		
R2.12	HOT	62	66		Not cost effective ^c		
R2.13A	MFR	63	67		Raising wall not feasible ^b		
R2.13	MFR	61	65		No impact		
R2.14/LT9	MFR	60	64		No impact		
R2.15	MFR	59	62		No impact		
R2.16	MFR	58	62		No impact		
R2.17	MFR	60	64		No impact		
Cheyenne Avenue to Craig Road							
R3.1	MFR	57	62		No impact		
R3.4	MFR	55	63		No impact		
R3.5	MFR	60	65		No impact		
R3.6	MFR	58	64		No impact		
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. ^c Soundwall would not be cost effective since only three frequent human-use areas would benefit. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R3.9	SFR	59	67		Not cost effective ^d		
R3.10	SFR	60	66		Raising wall not feasible ^b		
R3.11	SFR	59	65		No impact		
R3.12/LT5	SFR	60	67		Raising wall not feasible ^b		
R3.13	SFR	61	67		Raising wall not feasible ^b		
R3.14	SFR	62	68		Raising wall not feasible ^b		
R3.15	SFR	62	68		Raising wall not feasible ^b		
R3.16/ST6	SFR	57	63		No impact		
R3.17	SFR	61	68		Raising wall not feasible ^b		
R3.18	SFR	61	67	65	Extension/ROW/S802	14	56
R3.19	MFR	61	64		No impact		
R3.20	MFR	62	63		No impact		
R3.21	MFR	61	64		No impact		
R3.30	SFR	56	62		No impact		
R3.31	SFR	54	60		No impact		
Cheyenne Avenue to Craig Road							
R3.2	MFR	61	70	65	Replacement/Shoulder/ S758	14	781
R3.3	MFR	60	71	65			
R3.7	MFR	54	66	60	Replacement/Shoulder/ S778	14	901
R3.7A	MFR	58	73	64			
R3.8	MFR	58	70	65			
R3.22	SFR	62	74	63	Replacement/Shoulder/ S814	20	1,413
R3.23	SFR	64	80	66			
R3.24	SFR	61	75	63			
R3.25	SFR	63	80	65			
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. ^c Soundwall would not be cost effective since only three frequent human-use areas would benefit. ^d Soundwall is not considered economically reasonable, defined as \$15,000 per resident (based on 2.6 residents per household) benefited, when the total number of benefited residents is divided by the total estimated cost of the soundwall. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a		
						Height (feet)	Length (feet)	
R3.26	SFR	63	79	65				
R3.27	SFR	61	75	63				
R3.28	SFR	61	76	63				
R3.29	SFR	59	68	62				
R3.32	MFR	54	67	61	Replacement/New/ Shoulder/S779			
R3.33	MFR	55	68	62				
R3.34	MFR	57	71	64				
R3.35	MFR	60	75	66				
R3.36ST3	MFR	61	74	68				
R3.37/LT4	MFR	59	72	66				
R3.38	MFR	56	70	65			14	748
R3.39	MFR	60	72	63			16	394
R3.40	MFR	62	70	64			18	745
R3.41	MFR	64	71	64			14	2931
R3.42	MFR	62	69	63				
R3.43/ST4	MFR	63	69	64				
R3.44	MFR	54	61	55				
R3.45	MFR	62	69	65				
R3.46	MFR	61	69	62				
R3.47	MFR	61	68	62				
R3.48	REC	62	70	62	New/Shoulder/S809			
R3.49/ST5	MFR	62	70	62			14	1,635
R3.50	MFR	63	71	64				
R3.51	MFR	62	70	64				
R3.52	SFR	57	63		No impact			

^a For the range of soundwall heights that were modeled, see the *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road* (Parsons, 2006).

^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet.

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						Height (feet)	Length (feet)
Craig Road to Rancho Drive/Ann Road							
R4.1	SFR	62	66	63	New/Shoulder/S551	14	1,875
R4.2	SFR	60	65	60			
R4.3/ST8	SFR	64	69	63			
R4.4	SFR	65	69	64			
R4.5	SFR	65	69	62			
R4.6	SFR	65	69	63			
R4.7	SFR	63	67	62			
R4.8	REC	73	78	67	New/Shoulder/S571	14	2,361
R4.9/LT6	SFR	64	71	63			
R4.10/ST2	SFR	63	70	62			
R4.11	SFR	56	63	58			
R4.12	SFR	62	69	62			
R4.13	SFR	62	68	62			
R4.14	SFR	54	60	57			
R4.15	SFR	61	68	62			
R4.16	REC	65	71	65			
R4.17	SFR	62	69	63			
R4.18	SFR	55	61	58			
R4.19	SFR	62	69	63			
R4.20	SFR	61	69	63			
R4.21	SFR	58	65		No impact		
R4.22	SFR	55	62		No impact		
R4.23	SFR	53	59		No impact		
R4.24	SFR	57	63		No impact		
R4.25	SFR	53	59		No impact		
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. ^c Soundwall would not be cost effective since only three frequent human-use areas would benefit. ^d Soundwall is not considered economically reasonable, defined as \$15,000 per resident (based on 2.6 residents per household) benefited, when the total number of benefited residents is divided by the total estimated cost of the soundwall. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

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Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R4.26	SFR	58	63		No impact		
R4.27	SFR	61	66		Raising wall not feasible ^b		
R4.28	MFR	62	67		Raising wall not feasible ^b		
R4.29	SFR	57	62		No impact		
R4.30	SFR	62	67		Raising wall not feasible ^b		
R4.31	SFR	59	63		No impact		
R4.32	SFR	64	68		Raising wall not feasible ^b		
R4.33	SFR	61	66		Raising wall not feasible ^b		
R4.34	SFR	57	62		No impact		
R4.35	SFR	63	67		Raising wall not feasible ^b		
R4.36	REC	56	60		No impact		
R4.37	SFR	68	74	65	New/Shoulder/S550	12 14	1,059 1,092
R4.38	SFR	64	71	66			
R4.39/ST7	SFR	71	72	67			
R4.40	SFR	63	70	64			
R4.41	SFR	64	72	63			
R4.42	SFR	64	72	64			
R4.43	SFR	58	66	61			
R4.44	SFR	56	63	59	New/ROW/S448	12 10	692 613
R4.45	SFR	58	65	60			
R4.46	SFR	58	65	61			
R4.47	SFR	60	67	61			
R4.48	REC	61	68	62			
R4.49	SFR	56	63	62			
R4.50	SFR	54	62		No impact		

^a For the range of soundwall heights that were modeled, see the *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road* (Parsons, 2006).

^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet.

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**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
Ann Road to Centennial Parkway							
R5.1	MFR	58	66	63	New/Shoulder/S158	14 12	1,949 1,010
R5.2	MFR	63	65	66			
R5.3	MFR	68	69	67			
R5.4	MFR	59	69	62			
R5.5	MFR	68	69	66			
R5.6	MFR	67	69	65			
R5.7	MFR	67	67	66			
R5.8/LT2	MFR	65	78	64			
R5.9	SFR	59	71	62			
R5.10	SFR	59	70	61			
R5.11	SFR	62	63	64			
R5.12	SFR	60	69	61			
R5.13	SFR	58	68	61			
R5.14	SFR	54	60	57			
R5.15	SFR	51	68	56			
R5.16	SFR	51	71	55			
Centennial Parkway to Durango Drive							
R6.1A	SFR	61	68	62	New/Shoulder/S234	12	1,401
R6.1B	SFR	64	71	66			
R6.1C	SFR	59	66	61			
R6.1	SFR	53	60		No impact		
R6.2	SFR	53	60		No impact		
R6.3	SFR	54	61		No impact		
R6.4/ST1	SFR	54	61		No impact		
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. ^c Soundwall would not be cost effective since only three frequent human-use areas would benefit. ^d Soundwall is not considered economically reasonable, defined as \$15,000 per resident (based on 2.6 residents per household) benefited, when the total number of benefited residents is divided by the total estimated cost of the soundwall. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

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Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R6.5	SFR	53	59		No impact		
R6.6	SFR	52	59		No impact		
R6.7	SFR	57	64		No impact		
R6.8	SFR	58	65		No impact		
R6.9	SFR	59	66		No impact		
R6.10	SFR	57	64		No impact		
R6.11	SFR	61	60	62	New/Shoulder/S278	12	1,034
R6.12	SFR	65	68	64			
R6.13	REC	69	71	65			
R6.14	SFR	66	69	63			
R6.15	SFR	63	61	63			
R6.16	SFR	63	69	62			
R6.17	SFR	59	69	61			
R6.18	SFR	57	64		No impact		
R6.19	SFR	55	61		No impact		
R6.20	SFR	53	59		No impact		
R6.21	SFR	51	57		No impact		
R6.22	SFR	56	59		No impact		
R6.23	SFR	58	61		No impact		
R6.24	SFR	59	63		No impact		
R6.25	SFR	58	62		No impact		
R6.26/LT3	SFR	61	65		No impact		
R6.27	SFR	58	61		No impact		
R6.28	REC	65	69		Not cost effective ^d		
R6.29	REC	68	72		Not cost effective ^d		

^a For the range of soundwall heights that were modeled, see the *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road* (Parsons, 2006).

^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet.

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**Table 7
Predicted Noise Levels and Soundwall Recommendations**

Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R6.30	REC	63	68		Not cost effective ^d		
Durango Drive to Kyle Canyon Road							
R7.1	SFR	54	61		No impact		
R7.2	SFR	55	62		No impact		
R7.3	SFR	56	63		No impact		
R7.4	SFR	56	63		No impact		
R7.5	SFR	56	63		No impact		
R7.6	SFR	54	61		No impact		
R7.7/LT1	SFR	56	63		No impact		
R7.8	SFR	56	63		No impact		
R7.9	SFR	53	60		No impact		
R7.10	SFR	57	64		No impact		
R7.11	SFR	55	62		No impact		
R7.12	SFR	54	62		No impact		
R7.13	SFR	54	62		No impact		
R7.14	SFR	52	59	56	New/Shoulder/S338	14 12	1,001 1602
R7.15	SFR	52	59	56			
R7.16	SFR	53	61	56			
R7.17	SFR	53	61	56			
R7.18	SFR	56	60	58			
R7.19	SFR	64	72	66			
R7.20	SFR	60	67	61			
R7.21	SFR	59	66	62			
R7.22	SFR	60	66	61			
R7.23	SFR	59	66	61			
^a For the range of soundwall heights that were modeled, see the <i>US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road</i> (Parsons, 2006). ^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet. ^c Soundwall would not be cost effective since only three frequent human-use areas would benefit. ^d Soundwall is not considered economically reasonable, defined as \$15,000 per resident (based on 2.6 residents per household) benefited, when the total number of benefited residents is divided by the total estimated cost of the soundwall. HOT – Hotel MFR – Multi-family residential REC – Recreational area SCH – School SFR – Single-family residential							

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Receiver Number	Land Use	Existing Noise Levels, dBA, L _{eq} (h)	Predicted Noise Levels, dBA, L _{eq} (h)	Mitigated Noise Levels, dBA, L _{eq} (h)	Wall Type/ Location/Number or Reason Wall Not Recommended	Wall Dimensions ^a	
						Height (feet)	Length (feet)
R7.24	SFR	65	72	63			
R7.25	SFR	59	66	61			
R7.26	SFR	63	67	61	New/Shoulder/S354	12	211
R7.26A	SFR	63	66	61		14	448
R7.27	SFR	62	63		No impact		
R7.28	SFR	61	64		No impact		
R7.29	SFR	61	61		No impact		
R7.29A	SCH	57	65		No impact		
R7.30	SFR	52	60	58	New/Shoulder/S307	14	1,943
R7.31	SFR	55	62	58			
R7.32	SFR	58	66	60			
R7.33	SFR	57	65	62			
R7.34	SFR	60	67	61			
R7.35	SFR	58	66	63			
R7.36	SFR	60	67	61			
R7.37	SFR	56	64	60			
R7.38	SFR	58	64	61			
R7.39	SFR	58	66	61			
R7.40	SFR	57	67	60			
R7.41	SFR	56	65	61			
R7.42	SFR	57	66	61	New/Shoulder/S351	14	1,748
R7.43	SFR	59	67	62			
R7.44	SFR	59	68	61			
R7.45	SFR	60	68	61			
R7.46	SFR	59	68	61			

^a For the range of soundwall heights that were modeled, see the *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road* (Parsons, 2006).

^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet.

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						Height (feet)	Length (feet)
R7.47	SFR	56	64	61			
R7.48	SFR	60	68	61			
R7.49	SFR	58	65	61			
R7.50	SFR	61	67	62			
R7.51	SFR	58	65	60			
R7.52	SFR	50	55		No impact		
R7.53	SFR	49	54		No impact		
R7.54	SFR	50	55		No impact		
R7.55	SFR	52	58		No impact		
R7.56	REC	50	56		No impact		

^a For the range of soundwall heights that were modeled, see the *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road* (Parsons, 2006).

^b Not feasible means that a minimum 5-dBA noise reduction cannot be achieved with a practical height soundwall, determined to be a soundwall higher than 22 feet.

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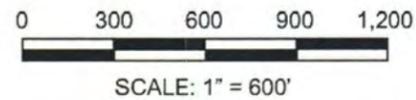
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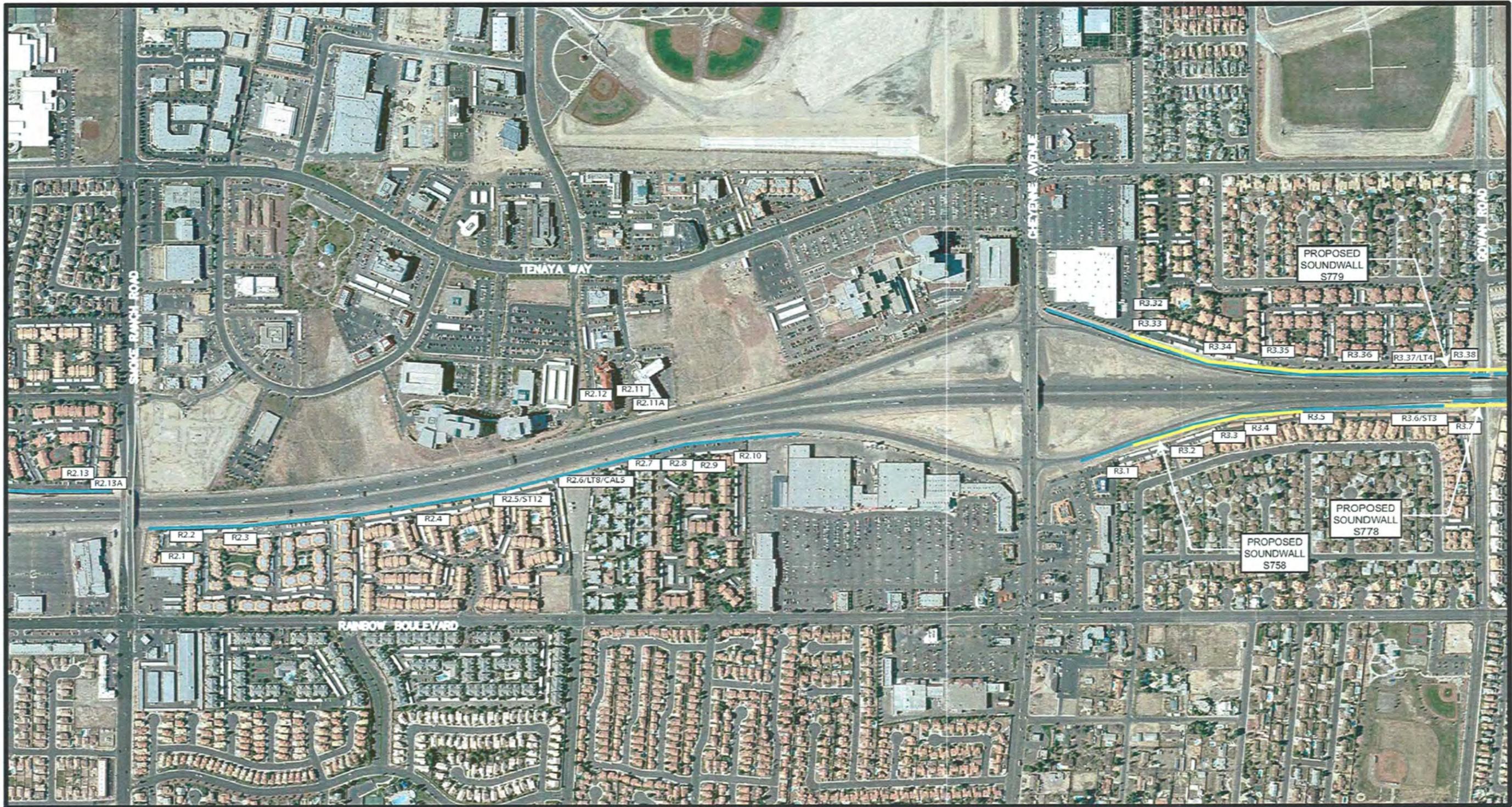
LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



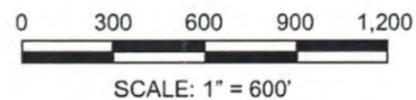
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
FIGURE 8a



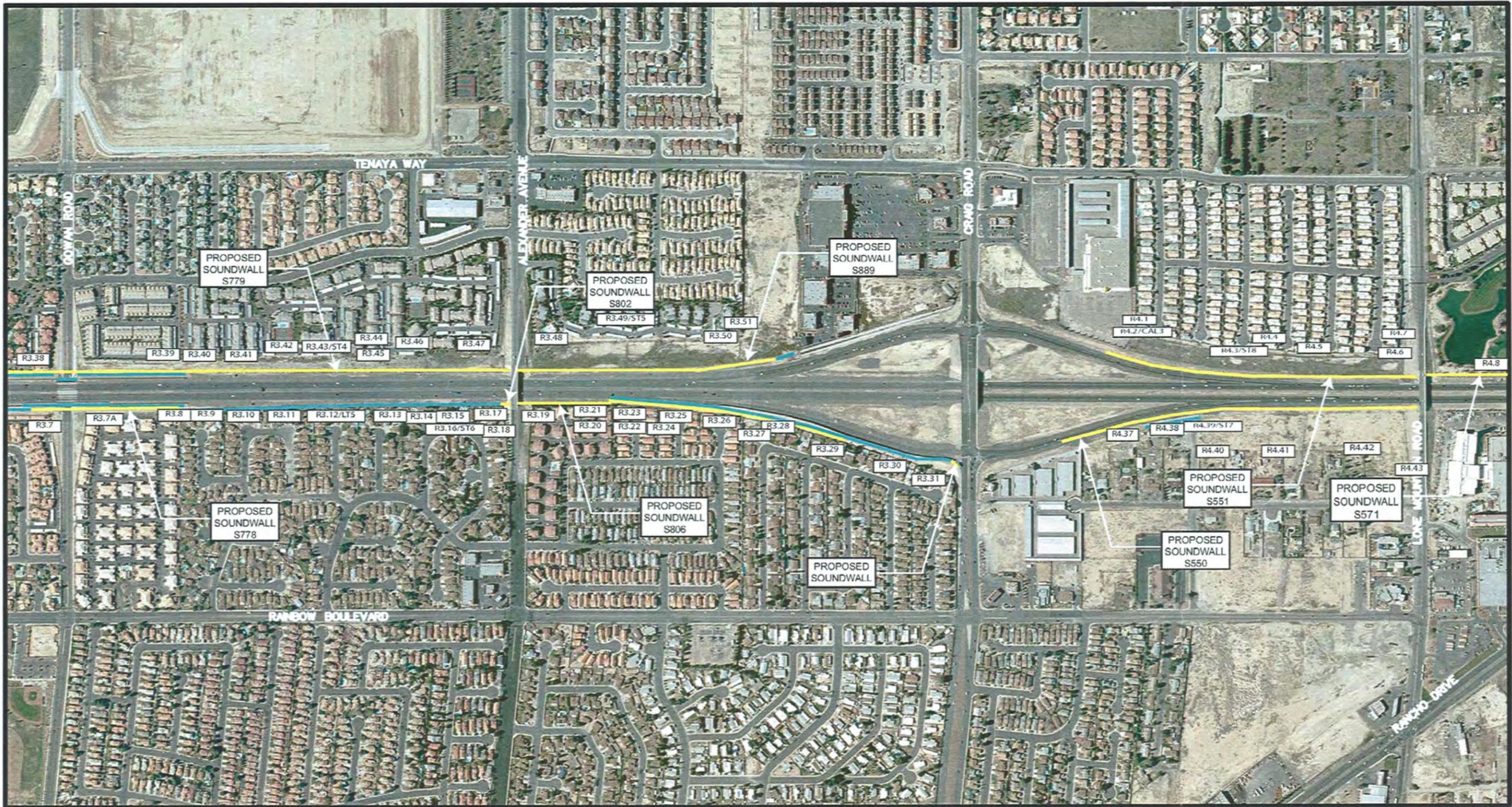
LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



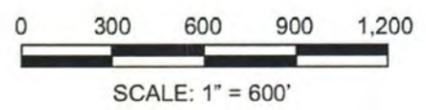
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
FIGURE 8b



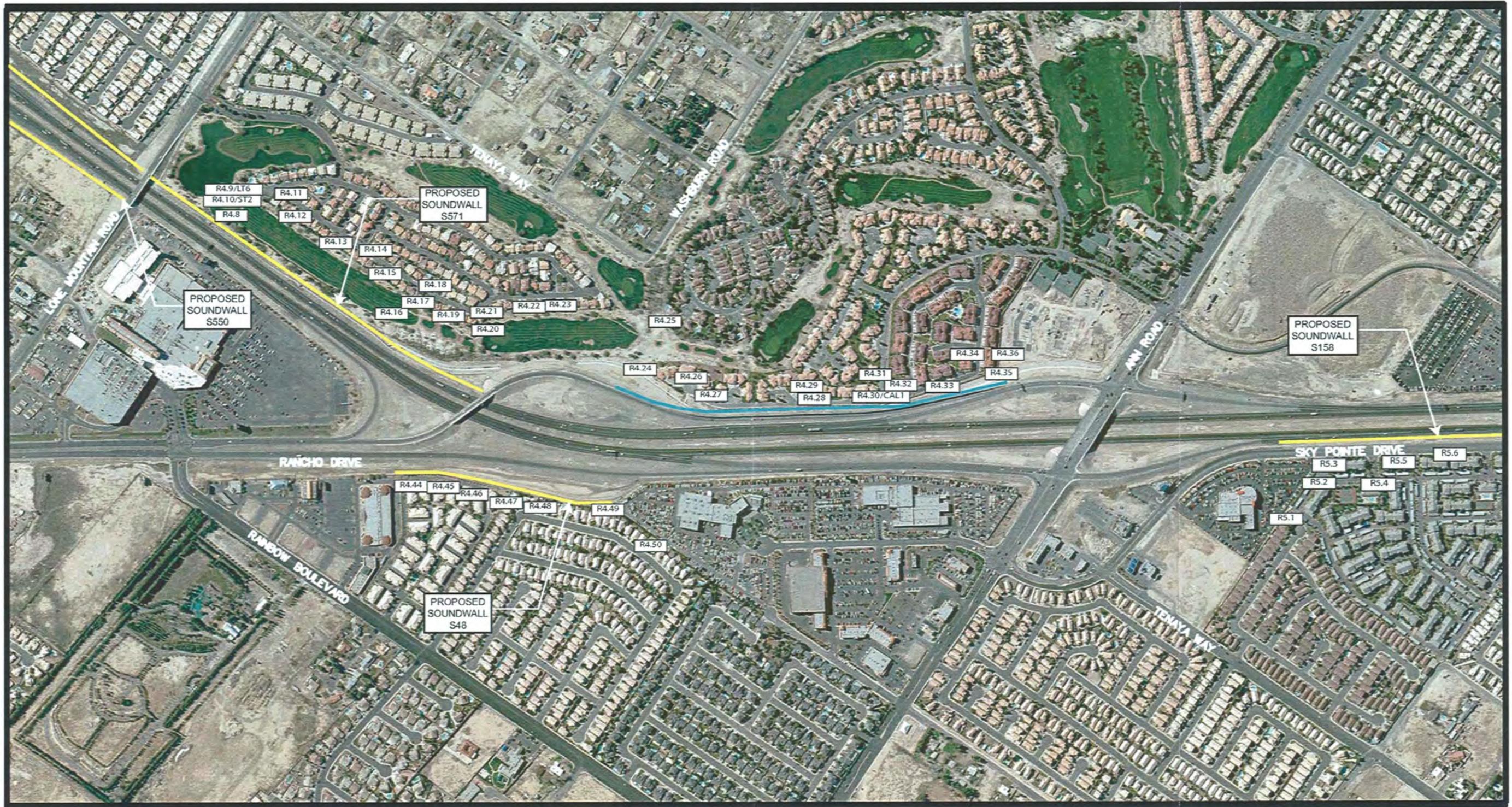
LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



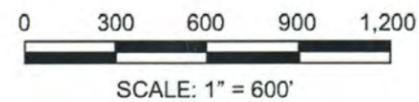
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
FIGURE 8c



LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



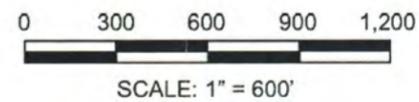
US 95 NORTHWEST
WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
Noise Measurement/Modeling and Soundwall Locations
FIGURE 8d



LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



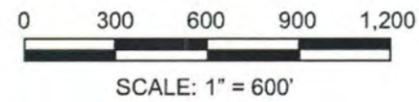
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
 FIGURE 8e



LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



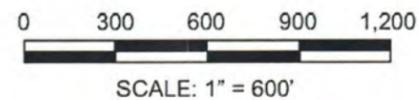
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
FIGURE 8f



LEGEND

- Proposed New/Replacement Soundwall
- Existing Soundwall

- RX.X Noise Receiver
- ST/LT Measurement Site
ST = Short Term
LT = Long Term



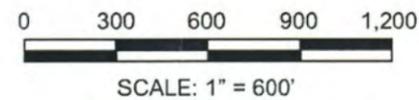
US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
FIGURE 8g



LEGEND

 Proposed New/Replacement Soundwall
 Existing Soundwall

 Noise Receiver
 Measurement Site
 ST = Short Term
 LT = Long Term



US 95 NORTHWEST
 WASHINGTON AVENUE TO KYLE CANYON ROAD
 ENVIRONMENTAL ASSESSMENT
 Noise Measurement/Modeling and Soundwall Locations
 FIGURE 8h

Construction

Noise during construction would be intermittent and intensity would vary. The degree of construction noise impacts may vary for different areas of the project site and depending on the construction activities, but these impacts would be short-term and would cease when construction was completed.

2.5.3 Mitigation

Noise abatement measures were evaluated by modeling a noise barrier shielding the receivers adjacent to the proposed project. Soundwalls were determined to be the most reasonable and feasible mitigation option to reduce the long-term traffic noise impacts. Soundwalls are recommended to be constructed early in the project to mitigate construction noise.

For a barrier to be considered effective, it must be physically “feasible” and economically “reasonable.” A barrier is considered “feasible” when it provides a minimum 5-dBA noise reduction for the first row of residents. NDOT policy uses \$15,000 per resident benefited by the noise attenuation as a guideline for determining if a barrier is considered “reasonable.”

The recommended soundwalls are designed to reduce traffic noise levels by a minimum of 5 dBA, intercept the line-of-sight to truck exhaust stacks, and achieve an abatement level of 66 dBA. For the range of soundwall heights that were modeled, see the *Noise Study and Barrier Analysis Report*.¹⁸ Table 7 summarizes the recommended noise barriers. See Figures 8a through 8h for locations of these soundwalls.

Construction

Mitigation measures for construction noise will be addressed in the contract documents, which will require the contractor to submit a noise control plan for review and approval by NDOT. Contract specifications will address hours of operation and noise-level limits. Construction specifications will require performance of proper maintenance on construction equipment and that stationary equipment be placed as far from homes as feasible.

2.6 Floodplain and Hydrologic Assessment

The Clark County Regional Flood Control District (CCRFCDD) has constructed several retarding structures (i.e., basins) that are designed to hold and control the flow of surface waters, thus reducing the potential for flooding.

2.6.1 Existing Conditions

Offsite runoff flows easterly toward US 95 along the entire length of the project area. The sloping terrain of the watershed varies between 5 percent in the upstream undeveloped portions to 1 percent in the downstream developed portions (located immediately west of US 95). Runoff crosses US 95 through a series of cross culverts with channels (located west of US 95) that convey the flows to the cross culverts. These channels flow in a southerly direction from the north side of the project area to Gowan Road and in a northerly direction from the south side of the project area to Gowan Road.

To control offsite flow rates, CCRFCDD has constructed a series of detention basins west of US 95, three of which are located adjacent to US 95 near Cheyenne Avenue, Gowan Road, and Centennial Parkway. Channels from these structures cross under US 95 through culverts along Gowan Road and near El Campo Grande. CCRFCDD data indicate that some areas adjacent to US 95 are subject to flooding during a 100-year flood event. The areas are restricted to lands immediately west of the highway, and they extend from Gowan Road north to Centennial Parkway. Recent hydrologic studies of the area indicate that

¹⁸ Parsons. *US 95 Northwest Noise Study and Barrier Analysis Report – Washington Avenue to Kyle Canyon Road*. February 2006.

portions of US 95 become inundated (overtop) during the 100-year storm event. Overtopping corresponds to areas where culverts cross the freeway.

2.6.2 Impacts

Roadway widening and the introduction of noise barriers on the west side of the freeway require lengthening culverts, constructing channels, and adding culverts. Drainage and flood control conditions in the project area would be improved to lessen the overtopping of the freeway. A 0.5-acre of new ROW would be acquired along US 95 between Washington Avenue and Lone Mountain Road, and an additional 3.5 acres would be acquired near the US 95/Kyle Canyon Road interchange for drainage facilities. Proposed flood control modifications include 60 culvert extensions, channeling flood flows, adding a cross culvert at Lone Mountain Road, and adding 2 cross culverts 1-mile north of the Durango Drive interchange.

The proposed project would have no adverse effect on the natural and beneficial floodplain values in the project area.

2.6.3 Mitigation

Floodplain impacts will be minimized by improving the offsite drainage system in consultation with CCRFCD. Offsite drainage cross culverts will be extended to accommodate roadway widening and soundwall construction while maintaining flow patterns.

2.7 Water Quality

2.7.1 Existing Conditions

Surface Water

No perennial waterways cross US 95 within the proposed project area. Three drainages that do cross under the highway and those that parallel the highway are ephemeral, carrying water only briefly during and immediately following extreme rainfall events. Watersheds contributing flow to these drainages are part of the Las Vegas Valley Watershed, which flows into the Las Vegas Wash located east of US 95. The northern part of the project area is within the Northern Las Vegas Sub-Watershed, and the southern part is within the Gowan Sub-Watershed. Within this latter sub-watershed, runoff flows easterly to an unnamed wash that runs southerly along the west side of US 95 from West Ann Road to Gowan Road. Runoff from the Northern Las Vegas Watershed runs easterly and crosses US 95 through a series of channels running in a southerly direction and cross culverts that convey the flows easterly across US 95. The Las Vegas Wash is located 6 miles downstream of US 95. Pollutants of concern for this wash include total iron and selenium, as indicated by the 2004 Nevada State 303(d) List of Impaired Water Bodies.

Groundwater

Within the project area, the groundwater is comprised of a shallow poor quality aquifer (50 feet below ground surface [bgs]) and a deep aquifer used for water supply (100 to 1,000 feet bgs). Water quality of the shallow alluvial aquifer contains total dissolved solids that exceed acceptable drinking water standards.

2.7.2 Impacts

Surface Water

Stormwater runoff from additional roadway lanes would contain sediment, nutrients, hydrocarbons, metals, and other fine particulates that accumulate on roadway surfaces. Erosion control measures would be incorporated as part of the freeway design, resulting in an improvement to the stormwater quality discharge. During construction, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared to

satisfy the National Pollutant Discharge Elimination System requirements. It will address best management practices (BMPs) to control surface water runoff and sediment transport. Therefore, construction-related impacts on water quality are not anticipated.

The project would result in a minor increase in impervious surface in the project area. This can be expected to translate into small localized increases in runoff. Due to the lag time between the peak runoff from the offsite runoff and that from the freeway runoff, the peak flow from the freeway would have substantially subsided by the time that the watershed peak occurs. This, coupled with the minor increase in impervious surface, would result in an inconsequential increase in peak flow in the overall watershed due to this project.

Groundwater

Excavation for the proposed project would generally not exceed 2 to 3 feet; some spot excavations of 10 to 15 feet would be required for the installation of drainage facilities, structural foundations, and signs. Due to limited excavation depths, impacts to groundwater would not be expected.

2.7.3 Mitigation

Surface Water

As part of the freeway design, erosion control measures will be incorporated for site soil stabilization and to reduce deposition of sediments in the adjacent surface waters. Measures will include the application of soil stabilizers such as landscaping, mulch, and rock slope protection. Erosion control measures will be designed to filter the stormwater originating from the pavement prior to entering the offsite drainage system.

Groundwater

If previously unidentified wells are encountered during project construction, the contractor is responsible for notifying the Nevada Department of Water Resources and for retaining a Nevada-licensed driller to properly abandon the well.

2.8 Secondary and Cumulative Impact Analysis

2.8.1 Introduction

Purpose and Regulatory Basis

The proposed roadway widening and interchange improvement project is in response to the planned growth in the northwest Las Vegas Valley. US 95 will need to provide sufficient capacity for the predicted increase in traffic demand as planned developments build out to capacity.

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

FHWA and CEQ Guidance

This analysis is conducted in accordance with FHWA and CEQ regulations and guidance documents, including the January 1997 CEQ handbook entitled *Considering Cumulative Effects under the National Environmental Policy Act* and the April 1992 FHWA position paper entitled *Secondary and Cumulative Impact Assessment in the Highway Project Development Process*.¹⁹

Methodology

Cumulative impacts that could be associated with the proposed project are limited to the City of Las Vegas and unincorporated areas of Clark County. The 2030 design year was used as a future projection, with a past timeframe of 1990. Although growth in Clark County has been substantial in every decade since 1940, 1990 benchmarks the beginning of unprecedented population and job growth in the region, with the population increasing from 764,464 in 1990 to 1,752,240 in 2005.

2.8.2 Overview of Past and Present Conditions

Land Use Development

The northwestern Las Vegas Valley has been impacted by construction of highways, secondary roads, and residential and commercial development. The extent of development activities has resulted in the loss of natural resources and increased urbanization. Residential and commercial development within the US 95 corridor has been ongoing since the late 1970s, with the rate of development increasing throughout the 1980s and 1990s. Development is typical of suburban communities, including high-density multi-family residential apartment complexes, single-family homes, shopping centers, medical services, schools, and recreational facilities.

Under the Southern Nevada Public Land Management Act (SNPLMA), BLM has the authority to dispose of lands within Clark County that are under their jurisdiction. As such, many parcels of land have been sold and became available for development. Three sections of land near Kyle Canyon Road have recently been acquired by the City of Las Vegas and are under study for the development of the Kyle Canyon Gateway Master Plan. See Figure 5 for the location of the proposed Kyle Canyon Gateway development.

Local Transportation Development Projects

Over the past 5 years, NDOT has been constructing improvements to US 95 from Craig Road south to the I-15/US 95 system interchange. The section from Craig Road to Rainbow Boulevard was improved to a 6-lane facility, and improvements are under construction from Rainbow Boulevard to the I-15 interchange to widen US 95 to a 10-lane facility. One lane in each direction has been designed to be utilized as an HOV lane throughout the length of the US 95 improvement project south of Lake Mead Boulevard.

The City of Las Vegas has made improvements to several arterial streets within the US 95 Northwest corridor. A structure carrying Elkhorn Road over US 95 was recently constructed, and an additional overpass at Grand Teton Drive will be under construction in the near future. The City has also made improvements to local streets in accordance with their Master Plan of Streets and Highways.

¹⁹ United States Department of Transportation. *Secondary and Cumulative Impact Assessment in the Highway Project Development Process*. 1992.

2.8.3 Reasonably Foreseeable Future Actions

Land Use Development

Due to the availability of land and the high in-migration rate that is creating demand for housing, businesses, and public services, developments are being planned and approved that will convert undeveloped land to residential, commercial, recreational, and urban open-space uses.

The disposal of land by BLM within Clark County is ongoing. BLM recently disposed of approximately 10.5 sections (6,700 acres) that are immediately north of Kyle Canyon Road and the Paiute Reservation under SNPLMA. Approximately 4.5 sections (2,900 acres) have been set aside for firearms use as the Clark County Sports Shooting Park, and six sections (3,800 acres) have been sold for development (see Figure 5).

More than 50 percent of the land north of Kyle Canyon Road and south of the Paiute Reservation is privately owned. The balance of the land is owned by Nevada Power Company and the federal government. Due to ongoing and projected land development in the area, the undeveloped land will undergo development for residential and commercial purposes. Growth in these outlying communities will increase demand on the US 95 corridor.

In February 2005, Focus Property Group purchased the Kyle Canyon Gateway site. Development of this site will include approximately 1,600 acres, with a mix of land uses, housing types of varying densities, and connections to regional and local open spaces.

The Las Vegas Paiute tribe is preparing a master plan for development of 3,200 acres of their land located north of the Kyle Canyon Road interchange. Planned development includes mixed-use residential housing, commercial retail and office space, a hotel-casino, tribal community and housing, schools, parks and recreational facilities, and open space.

Local Transportation Development Projects

Several roadway improvement projects within the US 95 corridor are either under construction or will be in the near future. These projects include an overpass at Grand Teton Drive and continued improvements near Tropical Parkway and Alexander Road. The City of Las Vegas is preparing a feasibility study to analyze the proposed Sheep Mountain Parkway. As envisioned, the project would tie in to the US 95 corridor near Kyle Canyon Road. The City will continue to improve local streets in accordance with their Master Plan of Streets and Highways.

A new interchange with US 95 is proposed north of the project corridor as part of the master-plan development on the Las Vegas Paiute land. The interchange is anticipated to be located between the Kyle Canyon Road interchange and the Snow Mountain interchange, which provides the only access to the Las Vegas Paiute reservation.

NDOT is conducting an analysis of a valleywide HOV system. It is anticipated that this study will result in additional HOV facilities that would complement the improvements being planned within the US 95 corridor.

Clark County Department of Public Works completed construction on the initial facilities of the Bruce Woodbury Beltway (CC-215) in 2003. The beltway forms a C-shaped loop around the majority of the Las Vegas Valley. Within the US 95 corridor, construction of the ultimate facility for the segment from Lone Mountain Road to Jones Boulevard, including the system interchange with US 95, is planned to be completed by 2013.

2.8.4 Analysis of Potential Impacts

The proposed US 95 Northwest corridor improvement project would not result in any direct, indirect, or cumulative impacts to the following elements:

- Cultural Resources
- Hazardous Waste/Materials
- Environmental Justice
- Biological Resources
- Air Quality
- Noise
- Floodplain
- Water Quality

The City of Las Vegas Centennial Hills Sector Plan, which includes detailed standards for development within the Centennial Hills area, is based on the General Plan for the city. Zoning is the major implementation tool for the Centennial Hills Sector Plan. The various zoning districts regulate the type of land use. The residential and commercial development planned within the project area would have the greatest effect on land use. Planned developments would result in the conversion of previously undeveloped land to more intensive land uses. Related projects would be consistent with the planning documents relative to housing density, intensity of commercial development, and development of the local transportation network. The proposed US 95 Northwest improvement project would not contribute to a cumulative impact since it would not result in direct conversion of existing land uses.

Development within the Kyle Canyon Gateway Master Plan area would be regulated by strict design principles that would minimize adverse impacts on the future community. The Kyle Canyon Gateway would be designed to accommodate multiple modes of transportation within the community, focusing on a pedestrian-friendly network.²⁰

The proposed US 95 Northwest project would not result in additional development, nor would it affect or accelerate the rate at which the planned developments are completed. Developments in the vicinity of the proposed new and improved US 95 interchanges at Horse Drive and the Northern Beltway are planned and will occur as part of the Centennial Hills Sector Plan, whether or not the improved access is provided to US 95. The rate at which the local road network is completed may increase in response to the planned residential and commercial development in the surrounding area.

2.8.5 Summary and Conclusions

The incremental cumulative impact of the proposed project on natural and social resources is negligible. Deteriorating traffic operations in the US 95 Northwest corridor, which in turn degrade air quality, would be improved with construction of the proposed project. Implementation of the proposed HOV lanes and the Durango Drive park-and-ride lot, and connection to the HOV lanes to the south would provide a continuous, congestion-free link for carpoolers and public transit riders in the northwest portion of the valley to the downtown area. In conjunction with the park-and-ride facility, the HOV lanes would increase the occupancy rate of the vehicles using the freeway, resulting in fewer vehicle trips per person. Therefore, the proposed project would have a beneficial cumulative impact on air quality.

The potential increase in the rate of development in the study area is the most likely secondary impact. This development is managed through various land use and transportation plans, and it is expected to occur whether or not the proposed US 95 Northwest improvement project is built. Construction of the proposed project would not result in additional, unplanned development. Mitigation of potential

²⁰ City of Las Vegas. *Kyle Canyon Gateway Master Plan*. April 2004.

environmental impacts resulting from other reasonably foreseeable development projects would remain with each project proponent in accordance with applicable federal, state, and local laws, regulations, and ordinances. The zoning restrictions that are part of the Centennial Hills Sector Plan and the Kyle Canyon Gateway Master Plan would minimize the potential impacts of these developments.

The proposed project would have a minimal impact on the surrounding environment and would be mitigated accordingly. Residential and commercial development and local transportation projects planned within the study area would have a greater cumulative effect on the future condition of environmental resources.

The proposed US 95 Northwest improvements would provide sufficient roadway capacity to accommodate future traffic volumes and provide additional local access in a rapidly growing portion of the Las Vegas Valley. The Clark County 2030 RTP considers the cumulative effects of foreseeable transportation projects throughout the region, including the proposed project, and the plan has been determined to conform to air quality requirements of the Clean Air Act.

Effectiveness of growth management is dependent upon adherence by the local entities to the land use, zoning, and development ordinances. The proposed project is consistent with the long-range transportation and development plans envisioned for the northwestern area of the Las Vegas Valley.

3. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

3.1 Intent-to-Study Letter

An Intent-to-Study letter was sent to agencies and individuals identified in Appendix A. This correspondence notified the recipients of NDOT's intention to study the proposed project, invited comments, and advised them of the scheduled Public Information Meeting. Responses were received from various people and agencies. Copies of comments and concerns are in Appendix B, followed by responses.

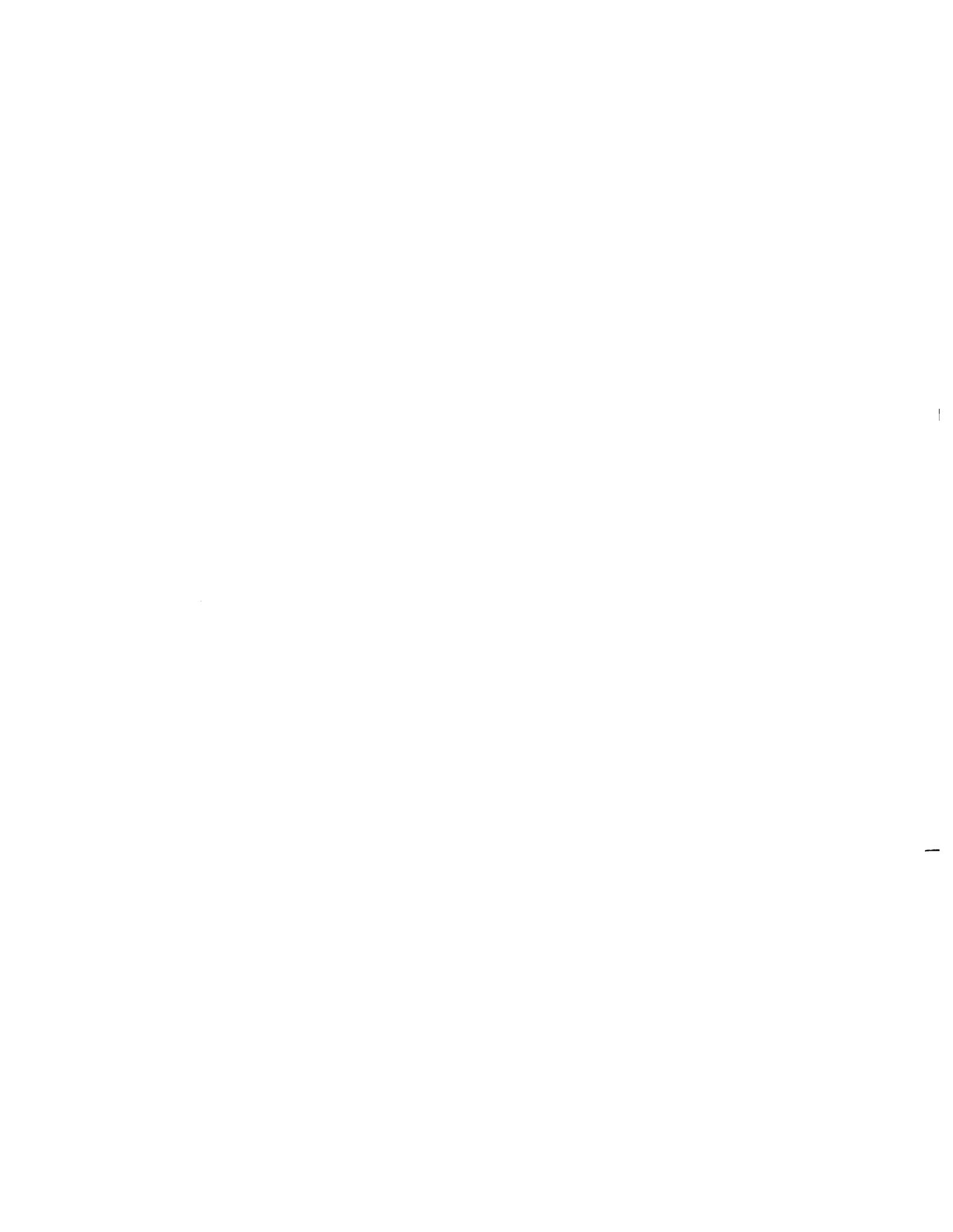
3.2 Information Meeting

An Information Meeting was scheduled to be held on August 19, 2003, but it was cancelled due to inclement weather. A meeting notice was sent to the agencies and individuals identified in Appendix A to inform them of the rescheduled meeting.

The rescheduled Information Meeting was held on September 24, 2003, from 4:00 p.m. to 7:00 p.m. at the Mountain Crest Neighborhood Services Center, 4701 North Durango Drive, Las Vegas, Nevada. Representatives from FHWA and NDOT explained the proposed project and were available to receive comments and answer questions. A court reporter was present to transcribe comments from attendees who preferred to make verbal statements, which also became part of the administrative record. Thirty-three people attended the meeting, and four people provided statements to the court reporter.

Written and verbal comments and responses are presented in Appendix B.

APPENDIX A
INTENT-TO-STUDY LETTER





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

RECEIVED BY
PARSONS
AUG 20 2003
LAS VEGAS, NV

KENNY C. GUINN
Governor

July 28, 2003

JEFF FONTAINE, P.E., Director

In Reply Refer to:

See Attached List

Intent-to-Study
US 95 Corridor - Craig Road
to Kyle Canyon
Las Vegas, Nevada
EA 73013

To Whom It May Concern:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the City of Las Vegas, is studying potential transportation improvements within the US 95 corridor from Craig Road to Kyle Canyon.

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

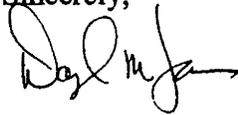
- | | |
|-----------------------|-------------------------------------|
| 1. Access | 9. Property Values |
| 2. Aesthetics | 10. Public Parks & Recreation Areas |
| 3. Air Quality | 11. Safety |
| 4. Archaeological | 12. Social Considerations |
| 5. Geology | 13. Vegetation |
| 6. Historic Buildings | 14. Water Quality and Hydrology |
| 7. Land Use | 15. Wildlife and Wildlife Refuges |
| 8. Noise Levels | 16. Hazardous Waste |

We would appreciate receiving any response you may have by 5 p.m., Friday, September 5, 2003. If no response is received, the Department will assume you foresee no significant 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 Tuesday, August 19, 2003 from 4 p.m. to 7 p.m. at Mountain Crest Neighborhood Services Center, 4701 N. Durango Drive. 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", with a horizontal line extending to the right from the end of the signature.

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

Attachments

Intent to Study Distribution List

Cheryl Blumstrom
Associated General Contractors
P.O. Box 7578
Reno, Nevada 89510-7578

Thom Reilly
County Manager
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Chip Maxfield, Vice Chairman
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Richard Arnold
Pahrump Paiute Tribe
P.O. Box 3411
Pahrump, Nevada 89041

Myrna Williams
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Mary Kincaid-Chauncey, Chairman
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Martin J. Manning
Public Works Director
P.O. Box 554000
Las Vegas, Nevada 89155-4000

Yvonne Atkinson-Gates
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

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

Rory Reid
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Robert W. Hall
Nevada Environmental Coalition
10720 Button Willow Drive
Las Vegas, Nevada 89134

Gloria Hernandez
Las Vegas Piute Tribe
One Paiute Drive
Las Vegas, Nevada 89106

Bruce Woodbury
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

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

Mark James
Clark County Commissioners
P.O. Box 551601
Las Vegas, Nevada 89155-1601

Intent to Study Distribution List

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

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

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

Grady L. McNure, Chief
U.S. Army Corp of Engineers
321 North Mall Drive, Suite L-101
St. George, Utah 84790-7314

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

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

Office of Ecology & Conservation
N.O.A.A.
U.S. Dept of Commerce
Room 5813 (PP/EC)
14th and Constitution Avenue, N.W.
Washington, D.C. 20230

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

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

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

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

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

U.S. Department of the Interior
Chief, Environmental impact
Assessment Program
U.S. Geological Survey, MS-760
Reston, Virginia 20192

Regional Director, Western Region
National Park Service
1111 Jackson Street, Suite 700
Oakland, California 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

U.S. Dept of Health & Human Services
Federal Office Building
50 Fulton Street
San Francisco, California 94102

U.S. Department of Transportation
Airport District Office SSO-600
Federal Aviation Administration
831 Mitten Road
Burlingame, California 94010

Intent to Study Distribution List

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

Mr. Frank Luchetti
Sierra Pacific Power Company
P.O. Box 10100
Reno, Nevada 89501

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

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

Bureau of Indian Affairs
1677 Hot Springs Road
Carson City, Nevada 89706-0646

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
Bureau of Reclamation
P.O. Box 61470
Boulder City, Nevada 89006-1470

Dave Farrel (Mail code: E-3-1)
Environmental Review Section
Office of Federal Activity
U.S.E.P.A.
75 Hawthorne Street
San Francisco, California 94105

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

Regional Director
F.E.M.A.
1111 Broadway, Suite 1200
Oakland, California 94607-4052

Central Telephone
330 S. Valley View Boulevard
Las Vegas, Nevada 89152

Nevada Power Company
P.O. box 98910
Las Vegas, Nevada 89151-0001

State NFIP Coordinator
Nevada Division of Water Planning
123 W. Nye Lane, Suite 246
Carson City, Nevada 89706-0896

Intent to Study Distribution List

32 Acres LLC ETAL
7600 Westcliff Dr
Las Vegas, NV 89145

Ammon, Joel B
PO Box 33743
Las Vegas, NV 89133

Abalos, Ruby E; Renato P
7845 Lovely Pine Pl
Las Vegas, NV 89143

Amy, Kim L
3436 Winterhaven St #202
Las Vegas, NV 89108

Adbo, Corinne M
5309 Painted Mirage Rd
Las Vegas, NV 89149

Anderson , Raymond M; Laura L
6107 Daisy Petal St #201
Las Vegas, NV 89130

Aguilar, Michael A; Abigail P
7265 Sheared Cliff Ln #10
Las Vegas, NV 89146

Anderson, Ryan; Michele
7901 Lovely Pine Pl
Las Vegas, NV 89143

AHP Nevada Inc
4675 Macarthur Ct #900
Newport Beach, CA 92660

Ann Tenaya Plaza LLC
50 S. Jones Blvd #100
Las Vegas, NV 89107

Akana, Vanessa; Alexander
175 Ulupa St
Kailua, HI 96734

Antenoracruz, Bradley W; Nancy L
1200 Dream Bridge Dr
Las Vegas, NV 89144

Alarie, Michael D; Barbara A
5377 Painted Mirage Rd
Las Vegas, NV 89149

Aranda, Herminia M
3432 Winterhaven St #104
Las Vegas, NV 89108

Alendorf, Harriet S Trust
5116 Harvest Time St #102
Las Vegas, NV 89130

Ascolillo, Joseph W
5100 Harvest Time St #102
Las Vegas, NV 89130

Alexander, Jake Jr
5112 Harvest Time St #204
Las Vegas, NV 89130

Ashing, Leslie D
3440 Winterhaven St #204
Las Vegas, NV 89108

Amadeo, Peter Jr; Donna 1994 TR
47 Arrow Head Rd
Marshfield, MA 2050

Askew, Walter; Carmella A
5409 Painted Mirage Rd
Las Vegas, NV 89149

American Gear Reduction Inc
PO Box 1688
Las Vegas, NV 89125

BABS Inc
629 Night Breeze Dr
Las Vegas, NV 89128

Intent to Study Distribution List

Baldini, Giampaolo; Amelia
108 Harvest Time St #202
Las Vegas, NV 89130

Barba, Samuel
125 Willow Tree Dr #D
Las Vegas, NV 89128

Bemis, Kimberly
7813 Lovely Pine Pl
Las Vegas, NV 89143

Betancourt, Carlos
6912 Squaw Mountain Dr #2
Las Vegas, NV 89130

Bicaci, Grazia
5357 Painted Mirage Rd
Las Vegas, NV 89149

Bistrup, Richard K
6103 Daisy Petal St #201
Las Vegas, NV 89130

Blaisdell, Sandra J
3432 Winterhaven St #101
Las Vegas, NV 89108

Bossart, Theodore 1989 Liv Tr
4200 Bossart Ct
Las Vegas, NV 89102

Astoria Northwest 40
9555 Del Webb Blvd
Las Vegas, NV 89134

Baker, Harvey L Jr; Rachel C
5425 Painted Mirage Rd
Las Vegas, NV 89149

Bank Nevada State
PO Box 990
Las Vegas, NV 89125

Becker, Ernest A Jr; K C Fam Tr
50 S Jones Blvd #100
Las Vegas, NV 89107

Berger, Shawn I
5233 Standing rock Pl
Las Vegas, NV 89130

Beyer, John David; Carmen E
7873 Lovely Pine Pl
Las Vegas, NV 89143

Bicker, 1993 Trust
921 Willow Tree Dr #C
Las Vegas, NV 89128

Blackman, Robert W; Lourdes G
7809 Lovely Pine Pl
Las Vegas, NV 89143

Bouba, Eli; Carol A
3404 Winterhaven St #202
Las Vegas, NV 89108

Bradford, Roger K; Karen M
3436 Winterhaven St #104
Las Vegas, NV 89108

Breitenstein, Isaac D; Angelina
7913 Lovely Pine Pl
Las Vegas, NV 89143

Brewer, Betty J
3428 Winterhaven St #101
Las Vegas, NV 89108

Bruns, David W
159 Lakewood Blvd
Madison, WI 53704

Burns, Marylee
3344 Winterhaven St #204
Las Vegas, NV 89108

Intent to Study Distribution List

Curnutt, Randall R
HC 33 Box 2848
Las Vegas, NV 89124

D F A LLC
4241 Arville St
Las Vegas, NV 89103

Daniell, Leah J
3412 Winterhaven St #102
Las Vegas, NV 89108

Daugherty, Stephanie
6105 Daisy Petal St #201
Las Vegas, NV 89130

Davila, Miguelina
6101 Daisy Petal St #201
Las Vegas, NV 89130

Davis, Shirley D
3500 Winterhaven St
Las Vegas, NV 89108

Davis, William W Jr; Joan E
5341 Painted Mirage Rd
Las Vegas, NV 89149

Dayton Hudson Corporation
PO Box 9456
Minneapolis, MN 55440

Dean, Frank H
3412 Winterhaven St #201
Las Vegas, NV 89108

DeCastro, Alice; Margarita
7849 Lovely Pine Pl
Las Vegas, NV 89143

Dee, Shirley P
3436 Winterhaven St #103
Las Vegas, NV 89108

Desai, Dipak K
700 Shadow Ln #165A
Las Vegas, NV 89106

Desart, Christina C; James
4617 Pompano Cir
Las Vegas, NV 89130

Desert Inn Commercial LLC
8506 W Desert Inn Rd
Las Vegas, NV 89117

Desjardin, James D
3416 Winterhaven St #202
Las Vegas, NV 89108

Dettman, Barbara
3338 Winterhaven St #204
Las Vegas, NV 89108

Devarreau, Juan
5201 Standing Rock Pl
Las Vegas, NV 89130

Dever, Susan
7332 Rustic Meadow St
Las Vegas, NV 89131

Devine, Janice L; Paul P
6905 Cobre Azul Ave #102
Las Vegas, NV 89108

Dicerbo, Nicholas W
7929 Lovely Pine Pl
Las Vegas, NV 89143

Ditsworth Family Trust ETAL
3659 Mooncrest Cir
Las Vegas, NV 89129

Dixon, Sabrina L; Charles S
2337 Antler Ave
Ventura, CA 93003

Intent to Study Distribution List

Docgorm LLC
5720 Turkey Ln
Las Vegas, NV 89131

Dorrell Ranch Holding Co LLC
4465 S Jones Blvd
Las Vegas, NV 89103

Duarte, Ronald
7973 Lovely Pine Pl
Las Vegas, NV 89143

Dudley, David L
7265 Sheared Cliff Ln #10
Las Vegas, NV 89149

Durango 95
3049 Rigel Ave #A-10
Las Vegas, NV 89102

E R P Operating L P
PO Box 87407
Chicago, IL 60680

Eagle Crest Apartments Inc
1251 Avenue of the Americas
New York, NY 10020

Easter, Teresa L; Benjamin P
7817 Lovely Pine Pl
Las Vegas, NV 89143

Eckford, Charles P
7941 Lovely Pine Pl
Las Vegas, NV 89143

Eckley, Nita Kay
7200 Vista Bonita Dr
Las Vegas, NV 89149

Edmondson, Vince
5108 Harvest Time St #203
Las Vegas, NV 89130

Edmonson, Lee P
6844 Elm Creek Dr #202
Las Vegas, NV 89108

Erickson, Christopher C
3400 Winterhaven St #103
Las Vegas, NV 89108

Espalin, Ruben J; Marilyn J
5317 Painted Mirage Rd
Las Vegas, NV 89149

Fagerstrom, Shirley Ann
6309 Alta Dr
Las Vegas, NV 89107

Farm Interchange LLC
4480 W Nevso Dr
Las Vegas, NV 89103

Farmer, Daniel R
3408 Winterhaven St #103
Las Vegas, NV 89108

Ferguson William W; Katherine S
7250 Diamond Canyon Ln #1
Las Vegas, NV 89149

Fox, Abe; Evelyne TRS
PO Box 14524
Las Vegas, NV 89114

Francke, Elizabeth M
7265 Sheared Cliff Ln #10
Las Vegas, NV 89149

Frasca, Rosalie
3400 Winterhaven St #104
Las Vegas, NV 89108

Frei, Richard; Gaylin
1027 Santa Helena Ave
Henderson, NV 89015

Intent to Study Distribution List

Hoffman, Trinette
7250 Diamond Canyon Ln #1
Las Vegas, NV 89149

Hopgood, Jeffrey; Deambra C
5229 Standing Rock Pl
Las Vegas, NV 89130

Howell, James Earl; Sharon Ann
6913 Squaw Mountain Dr #2
Las Vegas, NV 89130

Hunt-Casper, Bonita Trustee
3500 Winterhaven St #101
Las Vegas, NV 89108

In-N-Out Burgers Inc
4199 Campus Dr
Irvine, CA 92612

Israel Family Trust
3400 Winterhaven St #101
Las Vegas, NV 89108

Jacobsen, Helga Trust
6844 Elm Creek Dr #201
Las Vegas, NV 89108

JERMAC
1900 E Flamingo Rd #253
Las Vegas, NV 89119

Jewell, Lynda Shey
3400 Winterhaven St #203
Las Vegas, NV 89108

Jones, Fletcher Sr Trust
175 E Reno Ave #C6
Las Vegas, NV 89119

Joseph, K B Inc
8290 W Sahara Ave #100
Las Vegas, NV 89117

Joyce, Thomas LeRoy
6925 Rancho Santa Fe Dr
Las Vegas, NV 89130

Kahn; Kahn L P
2107 Western Ave
Las Vegas, NV 89102

Kanoff, Donna M
3344 Winterhaven St #104
Las Vegas, NV 89108

Kavli, Fred
1801 Solar Dr #250
Oxnard, CA 93030

Keating, John I
5393 Painted Mirage Rd
Las Vegas, NV 89149

Keeton, Estelle S
6844 Elm Creek Dr #101
Las Vegas, NV 89108

Kelle, Reese A
3404 Winterhaven St
Las Vegas, NV 89108

Kelly, John J; Christine A
6912 Squaw Mountain Dr #2
Las Vegas, NV 89130

Killian, Liliana
3500 Winterhaven St #202
Las Vegas, NV 89108

Kincaid, Russell A; Joann
6119 Daisy Petal St #101
Las Vegas, NV 89130

Kleidosty, Alan L; Shawn E
13046 40th St N
Stillwater, MN 55082

Intent to Study Distribution List

Kline, Kathleen D
6113 Daisy Petal St #101
Las Vegas, NV 89130

Knopp, John
7250 Diamond Canyon Ln #2
Las Vegas, NV 89149

Koingsfeld, Albert F; Julia C
7949 Lovely Pine Pl
Las Vegas, NV 89143

Krause, Herbert Scot; Donna Lee
3412 Winterhaven St #20
Las Vegas, NV 89108

Kryfam LP
7140 Industrial Rd #1200
Las Vegas, NV 89118

Kuloloia, William A II
5415 Crimson Crest Pl #20
Las Vegas, NV 89149

Kyle;Frontage LLC
3017 W Charleston Blvd #9
Las Vegas, NV 89102

L B L V T C II LLC
285 Peachtree Center Ave
Atlanta, GA 30303

La Quinta Development Ptnrs LP
PO Box 2636
San Antonio, TX 78299

LaBrum, Robert; Diana JT Liv Tr
3325 Calle De Corrida
Las Vegas, NV 89102

LaGore, Nicole A
5217 Standing Rock Pl
Las Vegas, NV 89130

Lama, Jerry J
6127 Daisy Petal St #201
Las Vegas, NV 89130

LaMorta, Ramon P; Marie J
5213 Standing Rock Pl
Las Vegas, NV 89130

Langley, Jeffrey B; Ranell L
7829 Lovely Pine Pl
Las Vegas, NV 89143

Lapid, Manuel S; Amelita R
8821 Shady Pines Dr
Las Vegas, NV 89143

Larson, Kimberly D
6115 Daisy Petal St #101
Las Vegas, NV 89130

Larson, Zachariah; Shara Lynn
5369 Painted Mirage Rd
Las Vegas, NV 89149

Las Vegas Valley Water District
3700 W Charleston Blvd
Las Vegas, NV 89153

Lashbrook, Kelley E; Charles
7270 Sheared Cliff Ln #20
Las Vegas, NV 89149

Lau, Mary T
4716 Bel Pre Rd
Rockville, MD 20853

LaVoie, Noel R
3338 Winterhaven St #101
Las Vegas, NV 89108

Lee, Arthur E
3338 Winterhaven St #202
Las Vegas, NV 89108

Intent to Study Distribution List

Lee, Arthur E
1070 N Hermitage Ave
Chicago, IL 60622

LeFevre, David Alan
7969 Lovely Pine Pl
Las Vegas, NV 89143

Leshner, Robert H; Joyce R
7250 Diamond Canyon Ln #1
Las Vegas, NV 89149

Levine, L Jack
1818 8th Pl
Las Vegas, NV 89104

Lewis, John H; Rosa Lee
5108 Harvest Time St #102
Las Vegas, NV 89130

Lindsay, Jean
5313 Painted Mirage Rd
Las Vegas, NV 89149

Littell, Lana Living Trust
10005 Pinnacle View Pl
Las Vegas, NV 89134

Lollino, Luigi; Mary
1 Chancellor Ct
Hawthorn Woods, IL 60047

Lopez, David; Christine M
2507 Tropical Sands Ave
North Las Vegas, NV 89031

Love, Kimberly B
6131 Daisy Petal St #101
Las Vegas, NV 89130

Lund, David D
909 Willow Tree Dr #C
Las Vegas, NV 89128

Lund, Earlene
3015 Wedekind Rd
Sparks, NV 89431

Martin, James; Eva
5415 Crimson Crest Pl #10
Las Vegas, NV 89149

Mascola, Anthony J; Dawn M
7937 Lovely Pine Pl
Las Vegas, NV 89143

McAfee, Willie Joe; Elisha Ann
7869 Lovely Pine Pl
Las Vegas, NV 89143

McClain, Charles R; P A Fam Tr
3182 Orlando Rd
Los Alamitos, CA 90720

McClellan, Dawn
7250 Diamond Canyon Ln #1
Las Vegas, NV 89149

McGlone, John; Rose Name Rev Tr
3408 Winterhaven St #201
Las Vegas, NV 89108

McGuire, Daniel C
5337 Painted Mirage Rd
Las Vegas, NV 89149

McLaughlin, Carol R
7270 Sheared Cliff Ln #10
Las Vegas, NV 89149

McLees, Ronald J
5308 Painted Lakes Way
Las Vegas, NV 89149

McQuiston, Angela
6115 Daisy Petal St #201
Las Vegas, NV 89130

Intent to Study Distribution List

Meads, Sharon K
5209 Standing Rock Pl
Las Vegas, NV 89130

Metz, Stacy J
1008 Palmhurst Dr
Las Vegas, NV 89145

Metzger, Thomas G; Maritza R
5522 N Paseo Pescado
Tucson, AZ 85718

Miller, M Kelly L
7943 Quail Heaven St
Las Vegas, NV 89131

Milliken, John D Jr
929 Willow Tree Dr #16-B
Las Vegas, NV 89128

Mims, Emma J
3408 Winterhaven St #203
Las Vegas, NV 89108

Mischiara, Cynthia A; Peter J
5329 Painted Mirage Rd
Las Vegas, NV 89149

Molesworth, John W IV
3338 Winterhaven St #202
Las Vegas, NV 89108

Montgomery, Kent J Rev Fam Tr
9 Williams St
East Hampton, MA 1027

Moore, Latrenda M
3440 Winterhaven St #104
Las Vegas, NV 89108

Moore, Pamela J
6844 Elm Creek Dr #103
Las Vegas, NV 89108

Moriello, Barbara A
5415 Crimson Crest Pl #10
Las Vegas, NV 89149

Mountain Creek LLC
630 Trade Center Dr
Las Vegas, NV 89119

Mtafiti, Iman
3508 Winterhaven St #204
Las Vegas, NV 89108

Mulkey II L P
2860 Augusta Dr
Las Vegas, NV 89109

Mull, Daniel W
7833 Lovely Pine Pl
Las Vegas, NV 89143

Mullins, Luci
5205 Standing Rock Pl
Las Vegas, NV 89130

Murphy, Mary Ellen; Mary F
6844 Elm Creek Dr #102
Las Vegas, NV 89108

Murray, David J
6119 Daisy Petal St #201
Las Vegas, NV 89130

Myers, Robert C; Margaret A
6101 Daisy Petal St #101
Las Vegas, NV 89130

Myers, Robert F; Marjorie J
3344 Winterhaven St #102
Las Vegas, NV 89108

N G P Realty Sub L P
2951 28th St #3000
Santa Monica, CA 90405

Intent to Study Distribution List

Nardiello, Bruce D
5112 Harvest Time St #101
Las Vegas, NV 89130

Nelson, Byron A
3404 Winterhaven St #101
Las Vegas, NV 89108

Nicastro, Clarys J
10032 Perdido St
Anaheim, CA 92804

Noreen, John S II; Michelle R
1009 Willow Tree Dr #C
Las Vegas, NV 89128

Norris, Michelle C
695 Atherton Pl
Hayward, CA 94541

Northwest 95 LLC
3320 N Buffalo Dr #204
Las Vegas, NV 89129

Northwest Autoworld LTD
2010 Avenue B
Riviera Beach, FL 33404

Northwest Autoworld LTD
7150 W Sahara
Las Vegas, NV 89117

O'Hare, Vivinian
1308 S 17th St
Las Vegas, NV 89104

Oklopdzic, Damian
250 Moana Pl
Pacifica, CA 94044

Olson, Celia
3412 Winterhaven St #101
Las Vegas, NV 89108

Oregon, Derrick D
5455 Crimson Crest Pl #10
Las Vegas, NV 89149

Ormond, Jeffrey A; Linda D
6818 E Fish Lake Rd
Maple Grove, MN 55369

Page, Rose S
3408 Winterhaven St #101
Las Vegas, NV 89108

Pan Pacific Dev Cheyenne Commons
1631 S Melrose Dr #B
Vista, CA 92083

Pan Pacific Retail Properties
1631 S Melrose Dr #B
Vista, CA 92083

Pappas, Carol J; Harry J
1224 Cashman Dr
Las Vegas, NV 89102

Parillo, Frank; Elizabeth
921 Willow Tree Dr #A
Las Vegas, NV 89128

Partch, Robert S; Mary K
1125 Willow Tree Dr #B
Las Vegas, NV 89128

Pate, Sam B Jr; Judy B
7801 Lovely Pine Pl
Las Vegas, NV 89143

Patterson, Joseph Dwayne
7961 Lovely Pine Pl
Las Vegas, NV 89143

Pejack, Kathleen A
3416 Winterhaven St #102
Las Vegas, NV 89108

Intent to Study Distribution List

Pennington, Robert L; Shirley J
5413 Painted Mirage Rd
Las Vegas, NV 89149

Perez, Maria D
6113 Daisy Petal St #201
Las Vegas, NV 89130

Petersen, Brock R
3512 Winterhaven St #102
Las Vegas, NV 89108

Peterson, Dennis B
7865 Lovely Pine Pl
Las Vegas, NV 89143

Peterson, Henry N; Lorna M
7220 Yonh Ave S #225
Edina, MN 55435

Peterson, Karen E
3432 Winterhaven St #204
Las Vegas, NV 89108

Peterson, Lisa A
6117 Daisy Petal St #101
Las Vegas, NV 89130

Picini, John
7270 Sheared Cliff Ln #10
Las Vegas, NV 89149

Pierson, Mary C
6844 Elm Creek Dr #104
Las Vegas, NV 89108

Pojanasomboon, Pichat; Saman
9000 Emerald Hills Way
Las Vegas, NV 89117

Polk, Johnnie Mae
3440 Winterhaven St #101
Las Vegas, NV 89108

Pratt, Alonzo Allen; Myrtle M
3344 Winterhaven St #101
Las Vegas, NV 89108

Prince, Sandy
3626 Tioga Way
Las Vegas, NV 89109

Property Investment Corp
1800 Willa Vista Way
Las Vegas, NV 89128

Pruitt, Thomas N Jr; Alyssa K
7905 Lovely Pine Pl
Las Vegas, NV 89143

Prvulovic, Mike
1121 Willow Tree Dr #C
Las Vegas, NV 89128

R J R Irrevocable Trust
72 Inverleith Ter
Piedmont, CA 94611

Rachet, Juan
1121 Willow Tree Dr #A
Las Vegas, NV 89128

Rainbow Highlands I
16661 Ventura Blvd #408
Encino, CA 91436

Ramirez, Javier
3404 Winterhaven St #204
Las Vegas, NV 89108

Ramsey, Alice
1121 Willow Tree Dr #D
Las Vegas, NV 89128

Ramstad, Loyd R
PO Box 954
Mc Gill, NV 89318

Intent to Study Distribution List

Rana, Andrew N
7250 Peak Dr #112
Las Vegas, NV 89128

Ranch House Road LLC
4327 W Sunset Rd
Las Vegas, NV 89118

Rancho Drive-Tule Springs Rd
7321 W Charleston Blvd
Las Vegas, NV 89117

Rancho Drive-Tule Springs Rd
6773 W Charleston Blvd
Las Vegas, NV 89146

Rancod, Ruth
3440 Winterhaven St #201
Las Vegas, NV 89108

Rasch, Bettygail
3508 Winterhaven St #103
Las Vegas, NV 89108

Reese, Terri
7841 Lovely Pine Pl
Las Vegas, NV 89143

Reiss, Kim R
3432 Winterhaven St #203
Las Vegas, NV 89108

Rennie, Lynn M
5349 Painted Mirage Rd
Las Vegas, NV 89149

Restaurant Row LLC
1951 N Rainbow Blvd
Las Vegas, NV 89108

Restaurant Row LLC
3333 Beverly Rd #B2-21
Hoffman Estates, IL 60192

Restaurant Row LLC
PO Box 990
Las Vegas, NV 89125

Richards, J M
5345 Painted Mirage Rd
Las Vegas, NV 89149

Richardson, Bruce; Mary Jane
3412 Winterhaven St #104
Las Vegas, NV 89108

Richmond American Homes Nevada
7250 Peak Dr #212
Las Vegas, NV 89128

Rinker, John V; Bridget E
5361 Painted Mirage Rd
Las Vegas, NV 89149

Ritz, Janet F
3508 Winterhaven St #104
Las Vegas, NV 89108

Rivas, Jennie
905 Willow Tree Dr #D
Las Vegas, NV 89128

Riviera Ranch Associates LLC
4435 S Eastern Ave
Las Vegas, NV 89119

Rogers, Levi M; Tracy L
6129 Daisy Petal St #101
Las Vegas, NV 89130

Rosepiller, Albert
5104 Harvest Time St #101
Las Vegas, NV 89130

Ross, Lawrence
3508 Winterhaven St #101
Las Vegas, NV 89108

Intent to Study Distribution List

Roth, Linda Susan
7265 Sheared Cliff Ln #10
Las Vegas, NV 89149

Russell, Christine M
1S710 Birchbrook Ct
Glen Ellyn, IL 60137

Russell, Marshall J; Anne B
PO Box 308
Dudley, MA 1571

Rust, Cheri S
3440 Winterhaven St #203
Las Vegas, NV 89108

Ryan, M E LLC
2301 E Sunset Rd #8002
Las Vegas, NV 89119

S L E Investments LLC
5601 N Tenaya Way #105
Las Vegas, NV 89130

Saitta Family Trust
1600 Silver Oaks St
Las Vegas, NV 89117

Saloga, Jon K
3412 Winterhaven St #203
Las Vegas, NV 89108

Santa Fe Mining Company LLC
5021 N Rainbow Blvd
Las Vegas, NV 89130

Santa Fe Station Inc
2411 W Sahara Ave
Las Vegas, NV 89102

Santos, Isagani T
7270 Sheared Cliff Ln #20
Las Vegas, NV 89149

Sardelli, Pietra D
6129 Daisy Petal St #201
Las Vegas, NV 89130

Sawchuk, Dawn L
905 Willow Tree Dr #A
Las Vegas, NV 89128

Scala, Joseph
6401 Centennial Center Bl
Las Vegas, NV 89149

Scharf Living Trust
8501 W Charleston
Las Vegas, NV 89117

Schmidt, Gary W; Hilda C
63 Quail Run Rd
Woodbury, CT 6798

Scholten, Michael
7065 W Ann Rd #130-3
Las Vegas, NV 89130

Schultheis Family Trust
3780 Decade St
Las Vegas, NV 89121

Scott, Arlene M
5308 Painted Lakes Way
Las Vegas, NV 89149

Scott, James R; Lawrence K; B R
2435 N Rainbow Blvd
Las Vegas, NV 89108

Scott, Nathenia L
5100 Harvest Time St #203
Las Vegas, NV 89130

Sears, Arnold A Jr; Violet K
1882 Lincoln St
San Bernardino, CA 92411

Intent to Study Distribution List

Secretary Housing and Urban Dev
1520 Nutmeg Pl #112
Costa Mesa, CA 92626

Snyder, Elizabeth A
3245 Bishop Pine St
Las Vegas, NV 89129

Seitz, Philip J
5225 Standing Rock Pl
Las Vegas, NV 89130

Sobole Family Trust
7201 Vista Bonita Dr
Las Vegas, NV 89149

Shepard, Pamela J
3428 Winterhaven St #102
Las Vegas, NV 89108

Sokolik, Kevin C; Keith
3436 Winterhaven St #201
Las Vegas, NV 89108

Shiffer, Karen A
7385 Valhalla Ln
Las Vegas, NV 89123

Sommer, Laura J
280 Park Ave #38th
New York, NY 10017

Shores, Jackson G III; Sheri L
3344 Winterhaven St #103
Las Vegas, NV 89108

Spedding, R Douglas 1996 Trust
32 Princeville Ln
Las Vegas, NV 89113

Shrock, Sandra L
6107 Daisy Petal St #101
Las Vegas, NV 89130

Spring Mountain Ranch LLC
9102 Horse Dr
Las Vegas, NV 89143

Sierra Health Services Inc
PO Box 15645
Las Vegas, NV 89114

Starr, Lillian M
7921 Lovely Pine Pl
Las Vegas, NV 89143

Sipper, Barbara P
3338 Winterhaven St #104
Las Vegas, NV 89108

State Farm Mutual Automobile Ins
1 State Farm Plz
Bloomington, IL 61710

Sisk, Thomas J; George R
3428 Winterhaven St #202
Las Vegas, NV 89108

Stater, Brent J
3412 Winterhaven St #103
Las Vegas, NV 89108

Sisson, Lon E
8013 Mount Harris Ct
Las Vegas, NV 89145

Stendahl, Laurel M
3511 NE Cadet Ave
Portland, OR 97220

Smoke Fountain LTD
1120 Chester Ave #300
Cleveland, OH 44114

Stephens, Cheryl
7945 Lovely Pine Pl
Las Vegas, NV 89143

Intent to Study Distribution List

Sterling, Beverly Lynn
3428 Winterhaven St #201
Las Vegas, NV 89108

Stevens, Cheryl A
3408 Winterhaven St #102
Las Vegas, NV 89108

Stewart, Shannon
7957 Lovely Pine Pl
Las Vegas, NV 89145

Sullivan, James Francis
5104 Harvest Time St #201
Las Vegas, NV 89130

Sullivan-Compton, Mary A
1009 Willow Tree Dr #A
Las Vegas, NV 89128

Sunrise Mountainview Hospital
PO Box 1504
Nashville, TN 37202

Susa Partnership L P
10440 Little Patuxent Pkwy
Columbia, MD 21044

Svilenkovic, Ivan
5373 Painted Mirage Rd
Las Vegas, NV 89149

Swank, Stephen
909 Willow Tree Dr #B
Las Vegas, NV 89128

Swearingen, Roy E III
5780 Fernley Dr W #74
West Palm Beach, FL 33415

Syufy Enterprises
150 Pelican Way
San Rafael, CA 94901

Szramek, Martha V
3508 Winterhaven St #102
Las Vegas, NV 89108

Tell, Michael L
3440 Winterhaven St #202
Las Vegas, NV 89108

Tenaya Lodge Land LLC
7600 Westcliff Dr
Las Vegas, NV 89145

Thomas, Patricia
3408 Winterhaven St #204
Las Vegas, NV 89108

Thompson, Norma
1928 Rosewood Ave NW
Albuquerque, NM 87120

Tighi Family L P
PO Box 26272
Las Vegas, NV 89126

Tisdale, Keith J; Deborah S
7017 Alamosa Way
Las Vegas, NV 89128

Tivorsak, Linda K Trust ETAL
1716 Country Ln
Atchison, KS 66002

Tivorsak, Linda K Trust ETAL
3068 E Sunset Rd #7
Las Vegas, NV 89120

Trimble Family Trust-Trust A
41804 Elk Run Ln
Quartz Hill, CA 95356

Tule Springs Plaza LLC
3305 Spring Mountain Rd #
Las Vegas, NV 89102

Intent to Study Distribution List

University Board of Regents
Savitt Medical Bldg
Reno, NV 89557

Velasquez, Carmen
7933 Lovely Pine Pl
Las Vegas, NV 89143

Vendemia, Theresa E
5415 Crimson Crest Pl #10
Las Vegas, NV 89149

Venghaus, Steve P
3512 Winterhaven St #201
Las Vegas, NV 89108

Vick, Deborah L
7250 Diamond Canyon Ln #2
Las Vegas, NV 89149

Viola, Marianne T
25-51 College Point Blvd
Flushing, NY 11354

Volger, Walter A; Ethel
3512 Winterhaven St
Las Vegas, NV 89108

Wakeman Living Trust
6105 Daisy Petal St #101
Las Vegas, NV 89130

Walker, Joseph S; Veronica
9972 Shady Glade Ct
Las Vegas, NV 89148

Wall Family Trust
PO Box 222124
Newhall, CA 91322

Walling, Lilianne
5241 Standing Rock Pl
Las Vegas, NV 89130

Waters, Richard L
5104 Harvest Time St #204
Las Vegas, NV 89130

Watson, Davis; Betty M Rev Tr
5405 Lucky Clover St
Las Vegas, NV 89149

Weaver, Clem
404 Notgrass Rd
Clarksville, TN 37042

Welborn, Bobby D; Stephanie K
7965 Lovely Pine Pl
Las Vegas, NV 89143

Wellnitz, Eugene J
4629 Golden Palomino Ln
North Las Vegas, NV 89032

West, Robert L III
921 Willow Tree Dr #D
Las Vegas, NV 89128

White, Charles L
3512 Winterhaven St #202
Las Vegas, NV 89108

Williams, Arthur Bill; Coleen S
5455 Crimson Crest Pl #20
Las Vegas, NV 89149

Williams, Lloyd E; Rosemary
5305 Painted Mirage Rd
Las Vegas, NV 89149

Williams, Pointsetta E
3432 Winterhaven St #202
Las Vegas, NV 89108

Wilson, John P; Celena
720 E 157th St
Cleveland, OH 44110

Intent to Study Distribution List

Winn, L P
303 Peachtree St NE #200
Atlanta, GA 30308

Winnefeld, Susan R
6127 Daisy Petal St #101
Las Vegas, NV 89130

Wojtowicz, Stanley; Valerie
6433 Cladiolus Ct
Las Vegas, NV 89108

Woods, Lisette
6123 Daisy Petal St #201
Las Vegas, NV 89130

Wust, Lisa R
7953 Lovely Pine Pl
Las Vegas, NV 89143

Wykoff Newberg Corp
PO Box 1688
Las Vegas, NV 89125

Yu, Amy
3400 Winterhaven St #102
Las Vegas, NV 89108

Zara Enterprises Inc
1982 N Rainbow Blvd #196
Las Vegas, NV 89108

Zarazua, Rene; Brandy
3432 Winterhaven St #102
Las Vegas, NV 89108

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APPENDIX B
COMMENTS AND RESPONSES

COMMENTS AND RESPONSES

A public information meeting was held on September 24, 2003. Comments and responses are summarized in this appendix, followed by copies of the comments and letters received.

Public Comments

- | | | | |
|------|---|------|--|
| A-1 | Adeboi, Larry and Melissa Smith | A-32 | Kaufmes, Geneva B. |
| A-2 | Aldridge, Ross | A-33 | Kechkarians, Abraham and Karine |
| A-3 | Bautista, Lee and Klothilde | A-34 | Keiser, John E. and Mary K. |
| A-4 | Brady, Livingston | A-35 | Lee, David C. and Linda Nishball Lee |
| A-5 | Broderick, Amy and Sean | A-36 | Martin, Maureen |
| A-6 | Brown, Jim and Lin | A-37 | Pagtulingan, Valevtin |
| A-7 | Candelaric, James | A-38 | Ross, Rian |
| A-8 | Campbell, Roger and Kathy | A-39 | Sheffield, Lawrence Weekly and Elizabeth |
| A-9 | Cannell, Brian | A-40 | Schlichteninger, DeAnn |
| A-10 | Christensen, Nick | A-41 | Schultz, Gerald and Carolyn |
| A-11 | Clark, Timothy Andrew | A-42 | Slater, Donald and Beverly |
| A-12 | Clause, Larry and Loralee | A-43 | Soukup, Steve and Lori |
| A-13 | Cooz, Lee | A-44 | Surls, Masako O. |
| A-14 | Crantz, Lawrence and Tracy | A-45 | Tarbell, Richard Jr. |
| A-15 | Cross, Gordon and Mary Lou | A-46 | Thiessen, Ed |
| A-16 | Flaming, Patricia | A-47 | Williams, Richard G. Jr. |
| A-17 | DeCicco, Carol and Donald and Renee Quinn | A-48 | Vidan, Linda M. |
| A-18 | Fike, Randall | A-49 | Young, Robert and Susan K. |
| A-19 | Fike, Violet | | |
| A-20 | Fogarty, Peter | | |
| A-21 | Fuchs, John W. and Marjorie A. | | |
| A-22 | Gay, Clonie | | |
| A-23 | Gillis, James and M. Ra Kim | | |
| A-24 | Gray, Gerald and Joy | | |
| A-25 | Grieb, April A. | | |
| A-26 | Hanley, William | | |
| A-27 | Henderson, James C. and Mary Kay Bachus | | |
| A-28 | Huss, John and Gloria | | |
| A-29 | Ingle, Tom | | |
| A-30 | Jorgensen, Glen D. | | |
| A-31 | Joseph, Thomas and Belinda | | |

Agency Comments

- | | |
|-----|---|
| B-1 | City of Las Vegas, City Engineer |
| B-2 | City of Las Vegas, Planning and Development |
| B-3 | State of Nevada, Department of Administration |
| B-4 | State of Nevada, Division of Water Resources |
| B-5 | State of Nevada, Department of Wildlife |

**Table B-1
Response to Comments**

Comment Number	Comment	Response
A-1 – A-8, A-11 – A-19, A-21 – A-37, A-39 – A-45, A-48 – A-49	Residents of the Painted Desert community submitted “Sound Wall Petitions” and wrote letters requesting a soundwall along the 13 th fairway of the Painted Desert Golf Course between Lone Mountain Road and Ann Road.	A soundwall is recommended in this location. See Figure 4.d for the locations of soundwalls in this area.
A-9	Mr. Cannell stated that the project should be a combination of general purpose, HOV lanes, and park-n-ride lots.	As described in Section 1.3.3, the project will add both general purpose and HOV lanes. RTC will develop a park-and-ride lot at the Durango Drive interchange as discussed in Section 1.1.
A-10	Mr. Christensen expressed concern with future development near the Kyle Canyon Road interchange and how NDOT was planning for the future.	The City of Las Vegas is addressing growth surrounding the interchange in the Kyle Canyon Gateway Master Plan (see Section 2.9.3).
A-20	Mr. Fogarty stated that NDOT should acquire additional ROW to accommodate for future widening and additional overcrossings in response to all of the planned development.	Construction was recently completed on the Elkhorn Road overpass, and an additional overpass is planned at Grand Teton Drive. The bridge structures will accommodate additional widening in the future if warranted.
A-38	Mr. Ross expressed concern with actions that the City of Las Vegas is taking to acquire additional land in the northwest portion of Las Vegas and how they are coordinating with NDOT and this project.	The City of Las Vegas has been an active participant in the development of the proposed action.
A-46	Mr. Thiessen requested that bike facilities along the frontage roads be maintained in a safe condition.	The frontage roads would not be affected by the proposed project. They are maintained by the City of Las Vegas.
A-47	Mr. Williams expressed his support for the project.	
B-1	The City of Las Vegas requested that this study include a half-interchange at US 95 and Alexander.	A half-interchange at Alexander was evaluated and eliminated early in the study process. The City of Las Vegas concurred with this decision.

**Table B-1
Response to Comments**

Comment Number	Comment	Response
B-2	The City of Las Vegas Planning and Development inquired as to how the project would potentially impact access, aesthetics, air quality, archaeological resources, land use, noise levels, public parks and recreation areas, water quality and hydrology, and hazardous waste.	All questions raised by the City of Las Vegas Planning and Development have been addressed in this Environmental Assessment.
B-3	The State Historic Preservation Office supports FHWA and NDOT's effort to consider the effect on cultural resources.	The project team has considered the effect on cultural resources in planning the proposed improvements, as required under the National Historic Preservation Act of 1966 (Section 106).
B-4	The Division of Water Resources stated that use of water for construction, dust control, or maintenance of the project was subject to permit requirements.	NDOT will comply with all federal, state, and local permit requirements as described in various sections of the Environmental Assessment.
B-5	The Department of Wildlife suggested reference to their response to the Tropical Parkway and Elkhorn Overpass projects may provide perspectives to the current project. They also inquired about location of material source sites.	The response from the Department of Wildlife was reviewed and addressed in the planning for the proposed project. NDOT-approved material source sites will be used for construction.

6/12 x

SOUND WALL PETITION

2

I/WE: LARRY ADEBOI / MELISSA SMITH
(NAME)

AT: 5132 FOREST OAKS DR.
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.

THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

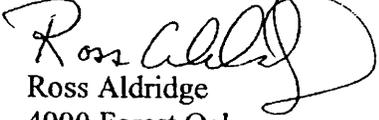
0
10/2
9-28-2003

✓ Daryl N. James
P.E. Chief
Environmental Services Division
Nevada Department Of Transportation
1263 South Stewart Street
Carson City, Nevada 89712
775-888-7013

Dear Mr. James;

Please place this statement on record as to the intolerable noise level that exist due to the traffic on US 95 across from the Santa Fe casino in Las Vegas, Nevada. Please consider a sound wall along this corridor between Craig Road and Lone Mountain Road on the West Side. I have been a resident of the Painted Desert community for some time now. The additional traffic that has been added due to the rapid expansion of this area has made it difficult to reside in my property. My other neighbors have expressed the same sentiments and have indicated that they will attempt to go on record also.

We appreciate your efforts and concerns.


Ross Aldridge
4900 Forest Oaks
Las Vegas, Nevada 89129
702-396-8217

8/10/11

SOUND WALL PETITION

I/WE: ROSS AIDREAGE
(NAME)

AT: 4900 FOREST OAKS ~~60~~
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

1/10/2

SOUND WALL PETITION

R

I/WE: LEE & KLOTHILDE BAUTISTA
(NAME)

AT: 5004 FOREST OAKS DR LAS VEGAS
(ADDRESS) / NV 89149

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.

THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

9/15

P

SOUND WALL PETITION

I/WE: Livingston BRADY
(NAME)

AT: 5140 Forest Oaks Drive, Las Vegas, NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-



1/16

SOUND WALL PETITION

I/WE: Amy and Sean Brodenick
(NAME)

AT: 5033 FOREST OAKS Dr.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

10/10/10

SOUND WALL PETITION

I/WE: JIM + LIN BROWN
(NAME)

AT: 5116 FOREST OAKS DR. (PAINTED DESERT)
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

at least plant some trees to

-THANK YOU-

hide the overpass berm
(Rancho Road)

10/13

SOUND WALL PETITION

I/WE: James CAUDEMARO
(NAME)

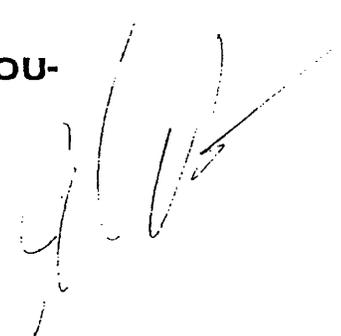
AT: 5032 FOREST OAKS Dr LV NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-



10/12

SOUND WALL PETITION

I/WE: Roger + Kathryn Campbell
(NAME)

AT: 5013 Forest Oaks, LV NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

Oct 10

Comment Form

U.S. 95 Corridor Study from Craig Road to Kyle Canyon Road

Name: Brian Cannell
Address: 3225 S. Pecos Rd.
Apt. # 250
Las Vegas, NV 89121
Phone: (702) 735-0047

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

Metering Lights

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

There should be a combination of
general purpose, HOV lanes, park-n-ride lots &
added bus service along the Corridor to benefit all
kinds of commuters in the area.

Comment Form Continued

✓ 3.

Other comments:

Consider the possibility of a bike path/
lane adjacent to U.S. 95

Note: Please remove this form from the packet, enter applicable information and place the completed form in the box marked "Comments" at this meeting, or mail to: Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by NDOT no later than 5 p.m. on Friday, September 5, 2003. You may also give your comments orally to the public stenographer at the meeting. Thank you.



Brisbin, Patricia

From: Nollsch, Michael (Daniel)
Sent: Wednesday, September 10, 2003 9:41 AM
To: Brisbin, Patricia
Subject: FW: Public Information Meeting at LAS VEGAS, 9/24/2003 4:00:00 PM

Email response fm PIM.

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

From: Wilson, D. Ed
Sent: Wednesday, September 10, 2003 9:31 AM
To: Nollsch, Michael (Daniel); James, Daryl N.
Subject: FW: Public Information Meeting at LAS VEGAS, 9/24/2003 4:00:00 PM

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

From: info@dot.state.nv.us [mailto:info@dot.state.nv.us]
Sent: Tuesday, September 09, 2003 3:42 PM
To: Felicia Archer
Subject: Public Information Meeting at LAS VEGAS, 9/24/2003 4:00:00 PM

Subject: Public Information Meeting at LAS VEGAS, 9/24/2003 4:00:00 PM

Name: Nick Christensen
5315 Winston Dr
Las Vegas, NV 89103
702-889-1162
Email: mrmojave@nickmojave.com

As development in the Las Vegas area continues to expand to the northwest, the burden on US 95 will increase. The million dollar question is, how much? NDOT, in its study, should consider not only the potential for growth in the immediate area, but also the potential for growth in the areas past the Kyle Canyon turnoff. Will the Las Vegas reservation allow development on their lands? Will the city again attempt - with more vigor - to annex parts of the Desert National Wildlife Refuge? What are the chances of lands in the Indian Springs area opening up to development?

If there is potential for development in the further-out areas, NDOT may want to consider an express lane network where right of way is available. If not, NDOT still should consider adding at least one general purpose lane, as well as auxiliary lanes between interchanges. NDOT should also consider utilizing VMS signs with road condition information for the Mt Charleston roads and for US 95 north of Kyle Canyon. Lastly, I believe NDOT should pay special focus to the Kyle Canyon Road interchange, and the feasibility of constructing a direct ramp from northbound 95 to westbound Kyle Canyon Road, and a direct ramp from eastbound Kyle Canyon to southbound 95.

10/19

SOUND WALL PETITION

I/WE: Timothy Andrew Clark
(NAME)

AT: 5121 FOREST OAKS DR.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

SOUND WALL PETITION

I/WE: Larry + Loralee Clause
(NAME)

AT: 5008 Forest Oaks, LV 89149
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

10/16

SOUND WALL PETITION

BY: Lee Coe
(NAME)

AT: 5024 Forest Oaks Dr Las Vegas NV
(ADDRESS) 89108

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

of 1

SOUND WALL PETITION

I/WE: LAWrence & Tracy Crantz
(NAME)

AT: 4905 Portraits PL. LAS VEGAS NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

g/rol

SOUND WALL PETITION

WE: GORDON & MARY LOU CROSS

(NAME)

AT: 5009 FOREST OAKS DR., LAS VEGAS, NV 89149

(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

My

SOUND WALL PETITION

I/WE: Patricia Flaming P
(NAME)

AT: 5144 Forest Oaks Dr
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

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THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

11/10/12

SOUND WALL PETITION

P

I/WE: Violet H. Fike (Resident)
(NAME)

AT: 4908 Forest Oaks Dr.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

Comment Form

**U.S. 95 Corridor Study from
Craig Road to Kyle Canyon Road**

Name:

PETER T. FOGARTY

Address:

POB 36546

LAS VEGAS, NV. 89133-6546

Phone:

702-858-0432.

✓ 1.

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

ENOUGH ROE-AWAY FOR FUTURE WIDING.
DESIGN OVERCROSSINGS TO ACCOMMODATE FUTURE
MAIN LINE, ONT OFF RAMP WIDING.
N. BELTWAY ON AND ONT OFF RAMP
SHOULD BE BUILT NOW. PLAN FOR MORE
OVERCROSSINGS TO BE BUILT AS FUTURE N DEVELOPMENT
PROCEEDS.

✓ 2.

Please provide us additional comments regarding construction and corridor improvements.

WITH THE APPROX 2500 RES PROPOSED
THIS PROJECT SHOULD PROCEED ON AN
EXPEDITED FAST-TRAC MODE.

Comment Form Continued

3. Other comments:

I SUGGEST NITE WORK AS MUCH AS
POSSIBLE WHERE NEEDED TO AVOID
TRAFFIC CONGS.

Note: Please remove this form from the packet, enter applicable information and place the completed form in the box marked "Comments" at this meeting, or mail to: Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by NDOT no later than 5 p.m. on Friday, October 10, 2003. You may also give your comments orally to the public stenographer at the meeting. Thank you.



SOUND WALL PETITION

I/WE: John W. and Marjorie A. Fuchs
(NAME)

AT: 5028 Forest Oaks Drive
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

John W. Fuchs

Marjorie A. Fuchs

8/10/1

SOUND WALL PETITION

I/WE: Clonie GAY
(NAME)

AT: 5017 Forest Oaks DR.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

8/2

SOUND WALL PETITION

R

WE: James Gillis / Mi Ra Kim

(NAME)

AT: 4909 Forest Oaks Dr., Las Vegas, NV 89149

(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

James Gillis

Mi Ra Kim

9/10/11

SOUND WALL PETITION

I/WE: Shirley & Joy Gray
(NAME)

AT: 5016 Forest Park Drive
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

Comment Form

**U.S. 95 Corridor Study from
Craig Road to Kyle Canyon Road**

Name:

Gerald Gray

Address:

5016 Forest Oaks Dr
Las Vegas NV 89149

Phone:

702 396 4913

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

✓ 2.

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

We live directly across 95 in Painted Desert.
It is extremely noisy. We would like
noise barriers put along 95 from Craig to
Ann Rd

Continued on back

WJ 10/1

I/WE: April A Grieb
(NAME)

AT: 5112 Forest Oaks Dr
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

28

6-16
SOUND WALL PETITION

I/WE: Mr. & Mrs. William Hanley
(NAME)

AT: 5117 Forest Oaks Dr. Las Vegas NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
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THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

8/10/16

SOUND WALL PETITION

JAMES C. HENDERSON + MARY KAY BACHUS

I/WE:

James C. Henderson + Mary Kay Bachus
(NAME)

AT: SOUTH FOREST OAKS DRIVE, LAS VEGAS, NV 89149

(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
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THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

9/25/03
September 25, 2003

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

Dear Mr. James,

I am sorry that I missed the public hearing on September 24, 2003 concerning the future of Highway US 95. As a resident who lives next to US 95 at Lone Mountain Road, in the Painted Desert community, I must tell you that the noise level is totally unacceptable now. The noise is not only affecting our health, due to lack of sleep, but also affects our property values. The first thing that needs to be addressed is the installation of noise barriers. I hope your office takes this in to account when planning anything for US 95. I am willing to support any changes to US 95 that are necessary for the growth of our city, as long as you work with the community in providing noise relief.

Sincerely Yours,



John Huss
4924 Forest Oaks Dr.
Las Vegas, Nevada 89149

John
10/2

SOUND WALL PETITION

2

I/WE: John & Gloria Huss
(NAME)

AT: 4924 Forest Oaks Dr. Las Vegas NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
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DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

19

of

SOUND WALL PETITION *f*

I/WE: Tom Ingle
(NAME)

AT: 5012 Forest Oak's Dr.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

12/10/72

SOUND WALL PETITION

P

~~DATE~~: GLEN D. JORGENSEN
(NAME)

AT: 5000 FOREST OAKS
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

12

of id 1

September 26, 2003

Mr. Daryl James
P.E., Chief, Environmental Svcs. Div.
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, NV 89712

✓ Dear Mr. James,

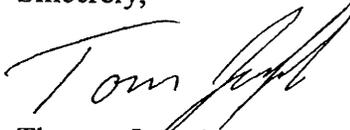
In regards to the Hwy 95 corridor between Craig Rd. and Kyle canyon Rd., I am in full favor of the expansion. Northwest Las Vegas is growing at an alarming rate and the cities infrastructure needs to grow as well.

However, my family, as well as thousands of other families that live along the highway will all say, the noise is getting out of hand. The cars, Harley Davidsons, and the trucks make so much noise that there are times that I put in ear plugs in order to sleep. I moved to Painted Desert 2.3 years ago and I've noticed a significant, yes significant increase in the noise. When I moved 2.3 yrs ago, the noise was obviously there but ignorable (for lack of a better word) but now the noise seems to be there growing louder and louder all the time. I had friends over for a BBQ and not only did they make comments regarding the noise but we didn't really enjoy ourselves. Now that is not the way to enjoy a weekend afternoon.

There has been talk of a sound wall in the past. There was even talk of a temporary sound wall prior to the permanent wall but nothing ever seems to happen. A sound wall is vital to our peace, property values and our quality of life. I'm sure I can speak for hundreds if not thousands of people along the corridor when I say that a sound wall is absolutely necessary. It's not fun being woken up due to Harley Davidsons driving through your brain. Please help if you can.

There should not be a problem since sound walls were constructed from the Rainbow curve all the way to the Craig exit. Thank you for your time.

Sincerely,



Thomas Joseph
4901 Portraits Pl
Las Vegas, NV 89149
702-375-5606

Please call anytime.

SOUND WALL PETITION

WE: Tom Joseph & Belinda Joseph
(NAME)

AT: 4901 Portraits PL LV, NV 89149
(ADDRESS)

AS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

1/rel
SOUND WALL PETITION

I/WE: Geneva P. Kaufman
(NAME)

AT: 5048 Forest Oaks Dr. Las Vegas, NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

18

John

SOUND WALL PETITION

2

I/WE: ABRAHAM + KARINE KECHKARIANS
(NAME)

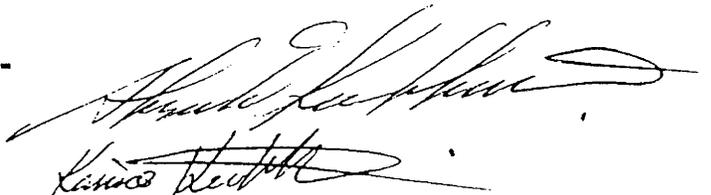
AT: 4913 FOREST OAKS DR. L.V. NV. 89149
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-



SOUND WALL PETITION

I/WE: John E Keiser JOHN E KEISER
Mary K. Keiser MARY K. KEISER
(NAME)

AT: 5021 FOREST OAKS DR LV NV 89149
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.

THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS. Homes are 14 yrs. old and
deserve consideration over newer development.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

9/10/17

SOUND WALL PETITION

I/WE: David C Lee Linda Nishball-Lee
(NAME)

AT: 4920 Forest Oaks Dr. LV. NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

9/10/8

SOUND WALL PETITION

I/WE: MAUREEN MARTIN
(NAME)

AT: 4932 FOREST OAKS DR L.V. 89149.
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

X

2/10/11

SOUND WALL PETITION

I/WE: VALENTIN PAGTULINGAN
(NAME)

AT: 4904 FOREST OAK DR. LAS VEGAS, NV 89129
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-
Valentin Pagtulingan

9/10/13

Comment Form

**U.S. 95 Corridor Study from
Craig Road to Kyle Canyon Road**

Name: RIAN ROSS
Address: 2500 WEST SPANNA AVE #100
LAS VEGAS, NV 89102
Phone: (702) 257-6200 x 227

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

I FEEL THE NORTHWEST CONSENSUS MAP
DATED 03/03/03 IS NOT WORKING IN CONJUNCTION
WITH THE US 95 CORRIDOR STUDY. THE
CITY IS NOT WAITING FOR THE RESULTS
OF YOUR STUDY. YOUR STUDY IS
THE CORRECT ACTION. THE CITY
IS GOING TO BLM TO ACQUIRE RIGHT-OF-WAY
WITHOUT WAITING FOR A SINGLE STUDY.

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

IF YOUR STUDY DETERMINES 95 EXPANSION
TO KYLE CANYON IS ADEQUATE WITH
SURFACE STREETS, THEN THE CITY IS
GOING TO HARM CERTAIN PROPERTY
OWNERS WITH CONCEPTUAL MAPS
THAT HURT THE USABILITY OF THE
PROPERTY.

Comment Form Continued

✓ 3. Other comments:

I look forward to you completing your
study AND sharing the results with the
city, County RTC & the public

Note: Please remove this form from the packet, enter applicable information and place the completed form in the box marked "Comments" at this meeting, or mail to: Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by NDOT no later than 5 p.m. on Friday, October 10, 2003. You may also give your comments orally to the public stenographer at the meeting. Thank you.



NDOT

2/20/1

SOUND WALL PETITION

I/WE: Lawrence Bealy Sheffield / Elizabeth Sheffield
(NAME)

AT: 5136 Forest Oaks Drive - (89149) L.V. NV.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

4/10/9

SOUND WALL PETITION

I/WE: DeAnn Schlichtenmyer
(NAME)

AT: 5025 Forest Oaks Dr.
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.**

**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

My 10/6

SOUND WALL PETITION

I/WE: Gerald & Carolyn Schultz
(NAME)

AT: 5108 Forest Oaks, LV, NV
(ADDRESS) 89149

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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**THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

Gerald & Carolyn Schultz
Carolyn & Schultz

The traffic sound is the loudest near the opening of the over pass. It has an effect like a horn. We can not have a comfortable time sitting in our backyard, the traffic noise is too loud. Please help us!

4/10/11

SOUND WALL PETITION

I/WE: Donald + Beverly Slater
(NAME)

AT: 5020 Forest Oaks Dr. LV NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

2/10/1

SOUND WALL PETITION

I/WE: STEVE & LORI SOUKUP
(NAME)

AT: 4909 PORTRAITS PLACE LV NV 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

of 10/12

SOUND WALL PETITION

φ

I/~~WE~~: MASAKO O. SURLS
(NAME)

AT: 5040 FOREST OAKS DR, LAS VEGAS, NV
(ADDRESS) 89149

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

16/2

SOUND WALL PETITION

P

I/WE: RICHARD TARBELL, JR.
(NAME)

AT: 5005 FOREST OAKS DR. LAS VEGAS, NV. 89149
(ADDRESS)

**LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.**

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

1 Ed Thiessen
2 3537 Tempe Street
3 Las Vegas, NV 89103

3

4 MR. THIESSEN: Concerns biking facilities although not
5 mentioning anything on the freeway. This is just the freeway
6 itself. Keep the frontage roads and make the frontage roads
7 bicycle safe. Minimum, bare minimum, 14-foot curb lane or bike
8 lane. Also prefer 15-foot curb lanes.

9

Keep up the good work.

10

11

-o0o-

12

13

14

15

16

17

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20

21

22

23

24

25

1 Richard G. Williams, Jr.
2 7520 Cinder Street
3 Las Vegas, NV 89131

4 I live in Centennial Hills, approximately, I'd say, 2.5
5 miles from east of '95.

6 I support the project. I think we need to build or
7 extend to three lanes 95 in each direction north and south as
8 soon as possible to support the new construction that exists
9 basically south of Kyle Canyon Road. And, every day you look
10 out there, you see more and more construction.

11 So I support the project, and I wish that they could
12 start as soon as possible because it is already starting to
13 get -- if you use exit 91, it's not too bad. If you use 93, it
14 is a little bit more. There is quite a bit of traffic flow.
15 Usually just certain times of the day, obviously, people going
16 to work and then in the evening coming from work.

17
18 -o0o-
19
20
21
22
23
24
25

7 10/1

SOUND WALL PETITION

I/WE: LINDA M. VIDAN (Home owner)
(NAME)

AT: 4908 FOREST OAKS DR, PORTRAITS AT
(ADDRESS) PAINTED DESERT

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.

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CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

43

7/14/85

K

SOUND WALL PETITION

I/WE: ROBERT & SUSAN K. YOUNG
(NAME)

AT: 5120 FOREST OAKS DRIVE
(ADDRESS)

LAS VEGAS, NEVADA (89149), GIVE "FULL SUPPORT" TO THE
SOUND WALL PROJECT ALONG THE 13TH FAIRWAY OF PAINTED
AND TO THE RANCHO OVERPASS
DESERT GOLF COURSE BETWEEN LONE MOUNTAIN ROAD AND ANN
ROAD.

THE "EVER-INCREASING" TRAFFIC ALONG THIS STRETCH OF THE I-95
CORRIDOR HAS BROUGHT THE CURRENT NOISE LEVEL TO FAR ABOVE
THE ACCEPTABLE LIMITS.

" APPROVE THE SOUND WALL NOW "

-THANK YOU-

09/22



September 22, 2003

Susan Martinovich, PE
Deputy Director
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

MAYOR
OSCAR B. GOODMAN

CITY COUNCIL
GARY REESE
(MAYOR PRO-TEM)
LARRY BROWN
NETTE B. McDONALD
LAWRENCE WEEKLY
MICHAEL MACK
JANET MONCRIEF

CITY MANAGER
DOUGLAS A. SELBY

Dear Susan:

RE: US 95 – Washington to Kyle Canyon Widening
NEPA Study
Alexander Interchange

73018

✓ On behalf of the City of Las Vegas, I request that the subject NEPA study include the scope of a half-interchange at US 95 and Alexander including a southbound entrance ramp and a northbound exit ramp.

Our Traffic Engineering Staff believes this to be a viable facility that would better utilize the east-west capacity of Alexander Road and relieve congestion at the nearby Cheyenne and Craig Interchanges.

We realize that there may be an institutional aversion to partial interchanges, but two existing such interchanges including I 515 and Casino Center/4th Street and US- 95 and Martin Luther King have served and continue to serve the Las Vegas community well -with no major operational or public safety problems.

Sincerely,

Charles Kajkowski, Jr, PE
City Engineer

CK:DJK:djk

cc: Rudy Malfabon, NDOT
Jeff Hale, NDOT
Daryl James, NDOT
O.C. White, CLV Traffic
Qiong Liu, CLV Traffic
Dan Keating, CLV Project Manager
Mark Sorensen, CLV Program Manager

CITY OF LAS VEGAS
400 STEWART AVENUE
LAS VEGAS, NEVADA 89101

VOICE 702.229.6011
TTY 702.386.9108
www.ci.las-vegas.nv.us



LANNING &
DEVELOPMENT



Development
Services Center
731 S. Fourth Street
Las Vegas, NV 89101

TTY 702-386-9108
Office:
Administration 229-6353
Comp Planning 229-6022
Current Planning 229-6301
www.ci.las-vegas.nv.us

September 5, 2003

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

P
*Be sure designer gets this -
I don't think we need to
respond - the EA will address
these issues.*

✓ Dear Mr. James:

In response to your letter dated July 28, 2003, regarding potential transportation improvements within the US 95 corridor from Craig Road to Kyle Canyon, listed below are the requests clarifications of the following issues:

1. Access. Are any new on/off ramps proposed? Are any improvements to existing on/off ramps planned?
2. Aesthetics. Will the aesthetics of existing/proposed overpasses be enhanced?
3. Air Quality. Will right-of-way space be provided for multi-modal and alternate transportation technologies which contribute to improvements in air quality?
4. Archaeological. Located in Floyd Lamb State Park, ten miles northwest of Las Vegas, Tule Springs is one of the few sites in the U.S. where evidence suggests the presence of man before 11,000 B.C. Will the U.S. 95 improvements impact this park?
5. Land Use. Will the improvements displace or eliminate existing commercial developments or housing?
6. Noise Levels. Will the improvements include noise mitigation measures such as barriers and below grade paving?
7. Public Parks and Recreation Areas. Will the Elkhorn/Durango ball fields adjacent to the improvement area be affected?
8. Water Quality and Hydrology. How do the proposed improvement alter the existing drainage patterns? Do the proposed improvements result in the construction of a new storm water drainage facility or the expansion of existing facilities?

Mayor
Oscar B. Goodman
City Council
Gary Reese
Mayor Pro-Tem
Gary Brown
Betty Boggs McDonald
Lawrence Weekly
Michael Mack
Robert Moncrief
City Manager
Douglas A. Selby

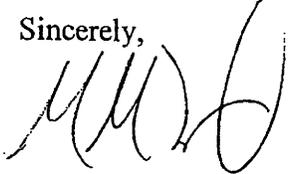


Page 2

9. Hazardous Waste. Will the improvements comply with R-85-2000, which is a resolution adopted by the Mayor and City Council of the City of Las Vegas on September 6, 2000 that opposes all legislation that would require or allow the transportation of radioactive waste near or through the City?

Thank you for the opportunity to discuss this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Margo Wheeler', written in a cursive style.

M. Margo Wheeler, Deputy Director
Planning and Development

cc: Randy Fultz, Assistant City Engineer



DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200

Carson City, Nevada 89701-4298

Fax (775) 684-0260

(775) 684-0209

September 3, 2003

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

Re: EA 73013
SAI NV # E2004-022

Project: Intent to Study: US 95 Corridor from Craig Road to Kyle Canyon

Dear Mr. James:

Enclosed are the comments from the Nevada State Historic Protection Office and the Division of Water Resources concerning the above referenced report.

These comments constitute the State Clearinghouse review of this proposal as per Executive Order 12372. Please address these comments or concerns in your final decision. If you have questions, please contact me at 684-0227.

Sincerely,

Maud Carroll

for Julie A. Butler
Acting Nevada State Clearinghouse Coordinator/SPOC

Enclosure

Department of Administration
Budget and Planning Division
209 East Musser Street., Room 200
Carson City, Nevada 89701-4298
(775) 684-0209
Fax (775) 684-0260

TE: August 5, 2003

Governor's Office
Agency for Nuclear Projects
Energy
Agriculture
Business & Industry
Minerals
Economic Development
Tourism
Fire Marshal
Human Resources
Aging Services
Health Division
Indian Commission
Colorado River Commission
Office of Traffic Safety

Legislative Counsel Bureau
Information Technology
Emp. Training & Rehab Research Div.
PUC
Transportation
UNR Bureau of Mines
UNR Library
UNLV Library
Historic Preservation
Emergency Management
Office of the Attorney General
Washington Office
Nevada Assoc. of Counties
Nevada League of Cities

Conservation-Natural Resources
Director's Office
State Lands
Environmental Protection
Forestry
Wildlife
Region 1
Region 2
Region 3
Conservation Districts
State Parks
Water Resources
Natural Heritage
Wild Horse Commission

Nevada SAI # E2004-022
Subject: Intent to Study: US 95 Corridor Improvements from Craig Road to Kyle Canyon

No. Send more information on this project as it becomes available.

CLEARINGHOUSE NOTES

Enclosed, for your review and comment, is a copy of the above mentioned project. Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, rules or regulations with which you are familiar.

Please submit your comments no later than **September 3, 2003**. Use the space below for short comments. If significant comments are submitted, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Julie Butler, Clearinghouse Coordinator, 684-0227.

SECTION TO BE COMPLETED BY REVIEW AGENCY:

No comment on this project
 Proposal supported as written
 Additional information below

Conference desired (See below)
 Conditional support (See below)
 Disapproval (Explain below)

AGENCY COMMENTS:

RECEIVED
AUG 29 2003
DEPARTMENT OF ADMINISTRATION
OFFICE OF THE DIRECTOR
BUDGET AND PLANNING DIVISION

The SHPO reviewed the proposed undertaking and supports the U.S. Federal Highway Administration's efforts to consider the effect of this undertaking on cultural resources. The SHPO looks forward to reviewing the proposed undertaking. If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by E-mail at rlpalmer@clan.lib.nv.us.

Rebecca Palmer
Signature

s:\shardat\clear\clear.doc

Historic Preservation 8/28/03
Agency Date

Department of Administration
Budget and Planning Division
209 East Musser Street., Room 200
Carson City, Nevada 89701-4298
(775) 684-0209
Fax (775) 684-0260

RECEIVED

AUG 18 2003

DEPARTMENT OF ADMINISTRATION
OFFICE OF THE DIRECTOR
BUDGET AND PLANNING DIVISION

DATE: August 5, 2003

Governor's Office
Agency for Nuclear Projects
Energy
Agriculture
Business & Industry
Minerals
Economic Development
Tourism
Fire Marshal
Human Resources
Aging Services
Health Division
Indian Commission
Colorado River Commission
Office of Traffic Safety

Legislative Counsel Bureau
Information Technology
Emp. Training & Rehab Research Div.
PUC
Transportation
UNR Bureau of Mines
UNR Library
UNLV Library
Historic Preservation
Emergency Management
Office of the Attorney General
Washington Office
Nevada Assoc. of Counties
Nevada League of Cities

Conservation-Natural Resources
Director's Office
State Lands
Environmental Protection
Forestry
Wildlife
Region 1
Region 2
Region 3
Conservation Districts
State Parks
Water Resources
Natural Heritage
Wild Horse Commission

Nevada SAI # E2004-022

Project: Intent to Study: US 95 Corridor Improvements from Craig Road to Kyle Canyon

Yes No Send more information on this project as it becomes available

CLEARINGHOUSE NOTES

Enclosed, for your review and comment, is a copy of the above mentioned project. Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, rules or regulations with which you are familiar.

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THIS SECTION TO BE COMPLETED BY REVIEW AGENCY:

- No comment on this project
 Proposal supported as written
 Additional information below
 Conference desired (See below)
 Conditional support (See below)
 Disapproval (Explain below)

AGENCY COMMENTS:

All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Nevada Revised Statutes Chapters 533 and 534 and not otherwise. Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office. Any water, or monitor wells or boreholes located on the project lands are the responsibility of the owner of the property at the time of the transfer and must be plugged and abandoned as required in Chapter 534 of the Nevada Administrative Code. If artesian water is located in any well or borehole it shall be controlled as required in NRS 534.060(3). Dewatering for alleviation of hazards caused by the rise of ground water from secondary recharge is provided by the provisions of NRS 534.024 and NRS 534.050(2).

CARL BARRICK

Signature

s:\shardat\clear\clear.doc

WATER RESOURCES

Agency

07-10-03

Date

9/9/03



P
←

DEPARTMENT OF ADMINISTRATION
209 E. Musser Street, Room 200
Carson City, Nevada 89701-4298
Fax (775) 684-0260
(775) 684-0209

RECEIVED

SEP 16 2003

ENVIRONMENTAL PROTECTION

September 12, 2003

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

Re: EA 73013
SAI NV #E2003-022

Project: Intent-to-Study US 95 Corridor – Craig Road to Kyle Canyon

Dear Mr. James:

Enclosed is an additional comment from the Nevada Department of Wildlife that was received after our previous letter to you. Please incorporate this comment into your decision making process. If you have any questions, please contact me at (775) 684-0227.

Sincerely,

Maud Naroll
for

Julie A. Butler
Acting Nevada State Clearinghouse Coordinator/SPOC

Enclosure

NEVADA STATE CLEARINGHOUSE

Department of Administration
Budget and Planning Division
209 East Musser Street, Room 200
Carson City, Nevada 89701-4298
(775) 884-0209
Fax (775) 884-0280

DATE: August 5, 2003

Governor's Office
Agency for Nuclear Projects
Energy
 Agriculture
Business & Industry
Minerals
Economic Development
Tourism
Fire Marshal
Human Resources
Aging Services
Health Division
Indian Commission
Colorado River Commission

Legislative Counsel Bureau
Information Technology
Emp. Training & Rehab Research Div.
PUC
 Transportation
UNR Bureau of Mines
UNR Library
UNLV Library
 Historic Preservation
Emergency Management
Office of the Attorney General
Washington Office
Nevada Assoc. of Counties
Nevada League of Cities

Conservation-Natural Resources
 Director's Office
 State Lands
 Environmental Protection
 Forestry
 Wildlife
Region 1
Region 2
 Region 3
Conservation Districts
 State Parks
 Water Resources
 Natural Heritage
Wild Horse Commission

Nevada SAI # E2004-022

Project: Intent to Study: US 95 Corridor Improvements from Craig Road to Kyle Canyon

Yes No Send more information on this project as it becomes available

CLEARINGHOUSE NOTES:

Enclosed, for your review and comment, is a copy of the above mentioned project. Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than **September 3, 2003**. Use the space below for short comments. If significant comments are provided, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Heather Elliott, 684-0209.

THIS SECTION TO BE COMPLETED BY REVIEW AGENCY:

- No comment on this project
 Proposal supported as written
 Additional Information below
 Conference desired (See below)
 Conditional support (See below)
 Disapproval (Explain below)

AGENCY COMMENTS:

Please pardon our tardiness of our input on this project.

In a letter dated July 18, 2003, the Nevada Department of Wildlife responded to NDOT's scoping announcement for *Improvements on US-95, Cheyenne to Kyle Canyon Turn-off* (see attached). The only difference we can discern between the present and previous announcements is a linear reduction of approximately 9 to 8 highway miles. We retain our question regarding material sites posed in our July 18, 2003 letter. We also believe responses to US-95 overpass improvements at Tropical Parkway and Elkhorn (letter to NDOT dated February 10, 2000; Nevada Clearinghouse SAI# E2000-094) may also aid perspectives to the present project and wildlife resources.

We look forward to reviewing the EA developed for the present project under study.


Signature

NDOW-SR
Agency

11 SEP 2003
Date



KENNY C. GUINN
Governor

STATE OF NEVADA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

DIVISION OF WILDLIFE

1100 Valley Road
Reno, Nevada 89512
(775) 688-1500 • Fax (775) 688-1595

R. MICHAEL TURNIPSEED, P.E.
Director
Department of Conservation
and Natural Resources

TERRY R. CRAWFORTH
Administrator

SOUTHERN REGION
4747 WEST VEGAS DRIVE
LAS VEGAS, NEVADA 89108
(702) 486-5127; 486-5133 FAX

July 18, 2003

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

Re: Improvements for US-95, Cheyenne to Kyle Canyon Turn-off

✓
Dear Mr. James:

Thank you for sending a copy of your scoping meeting announcement for the proposed project. We received your correspondence dated last July 8th on July 14th. Because of the short notice, we were unable to attend the scoping meeting on July 17th. On a preliminary note, we are interested in where the location of material sites and other activities will be located that will support the project. We request that this information be included in future planning correspondence regarding the subject project.

Thank you again for your sharing notification of this proposed project with the Department of Wildlife. We look forward to learning more about the project plan as it further develops from the abstract to the concrete.

Sincerely,

D. Bradford Hardenbrook
Supervisory Biologist - Habitat

DBH:dbh

cc: Game/Habitat/Wildlife Diversity, NDOW

APPENDIX C
INFORMAL SECTION 7 CONSULTATION CORRESPONDENCE





U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Nevada Division
705 North Plaza Street, Suite 220
Carson City, NV 89701-4015
July 14, 2005

RECEIVED BY
PARSONS

JUL 18 2005

LAS VEGAS, NV

IN REPLY REFER TO
HENV-NV

Subject: Transfer of Section 7 Consultation Lead from FHWA to BLM
Project: SPF-095-2(043) EA 73013

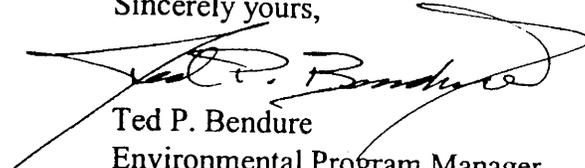
Mr. Juan Palma
Field Director, Las Vegas Field Office
Bureau of Land Management
4701 N. Torrey Pines Drive
Las Vegas, NV 89130

Dear Mr. Palma:

The Federal Highway Administration (FHWA) in cooperation with the Nevada Department of Transportation's (NDOT) is proposing to widen US 95 from Washington Avenue to Kyle Canyon Road in the Las Vegas Valley. As part of the project-planning phase an Environmental Assessment will be completed. One of the issues to be addressed is Section 7 of the Endangered Species Act. As you are aware, the Bureau of Land Management (BLM) has a United States Fish and Wildlife Service (USFWS) Biological Opinion (BO) dated December 2004 (File No. 1-5-96-F-023R.3) covering the project area. FHWA is hereby requesting BLM assume the Section 7 consultation lead for the proposed project. Use of the existing BO will eliminate the need for a formal Section 7 consultation and will satisfy the Section 7 requirements for the proposed project.

If you are in concurrence with this process, please let me know via a written response. If you have any questions, please contact me at (775) 687-5322 or email at ted.bendure@fhwa.dot.gov. I appreciate your efforts and look forward to working together on this matter.

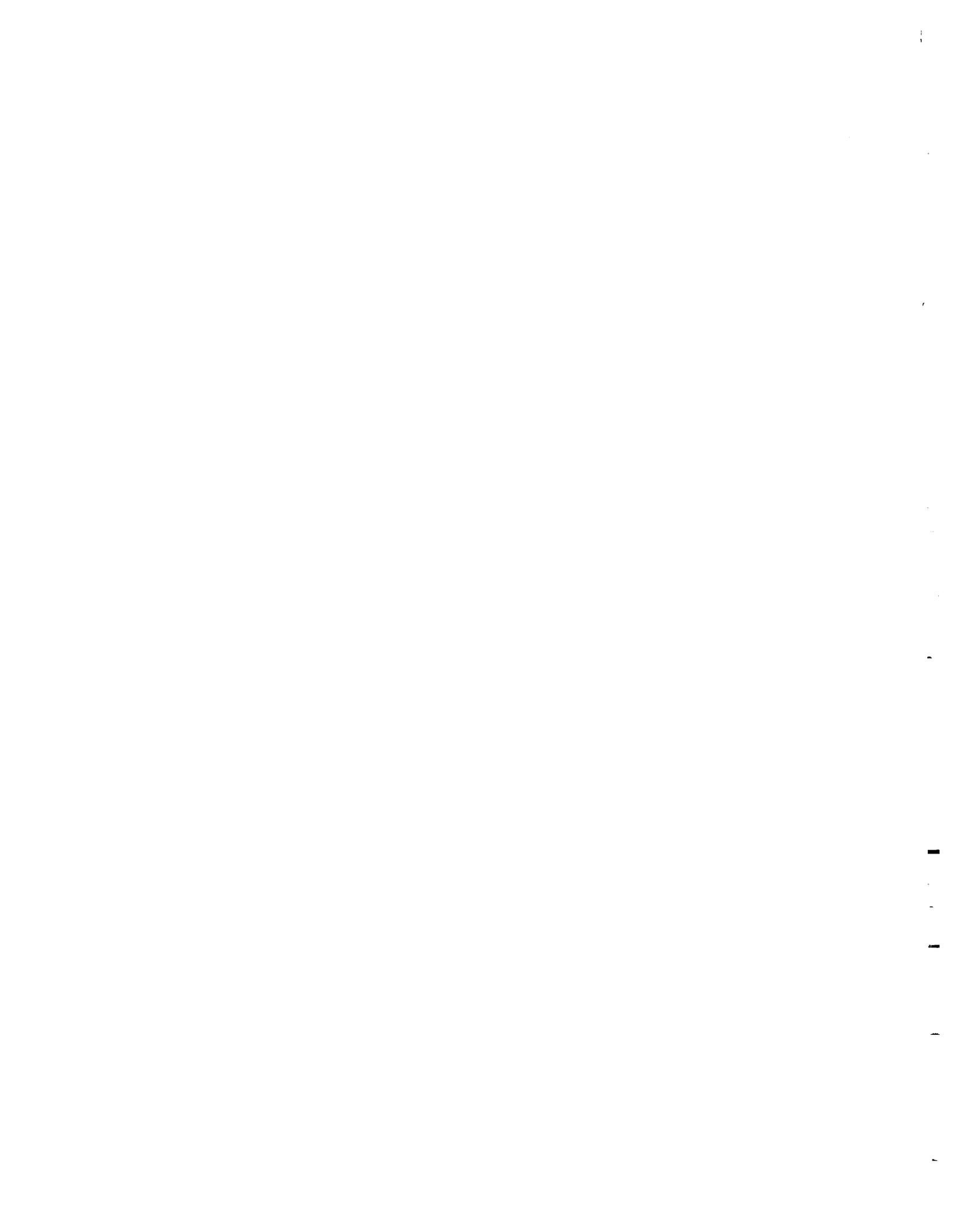
Sincerely yours,



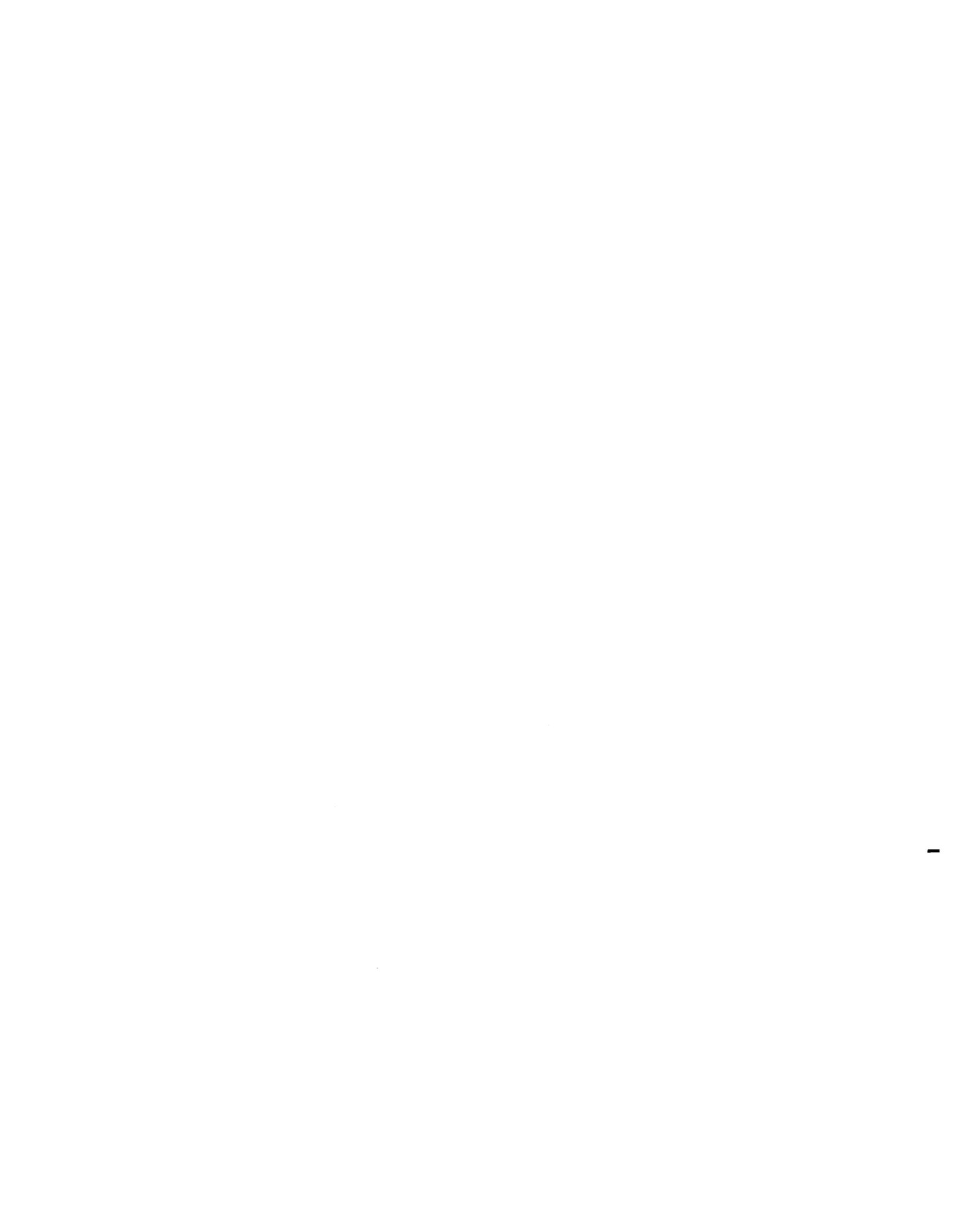
Ted P. Bendure
Environmental Program Manager

cc: Daryl James, NDOT
Jeff Hale, NDOT
Andrea Slotter, Parsons





APPENDIX D
PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE
AND CONSTRUCTION NOISE





TRAFFIC and CONSTRUCTION NOISE ABATEMENT POLICY

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

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 (FONSI), 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.

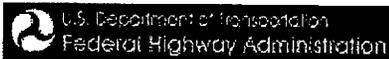
5. Procedures to minimize construction noise impacts, while considering traffic impacts, will continue to be addressed on a project-by-project basis.
6. There may be extenuating circumstances where unique or unusual conditions warrant special consideration of highway traffic noise impacts and/or implementation 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

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

Sec.

[772.1 Purpose.](#)

[772.3 Noise standards.](#)

[772.5 Definitions.](#)

[772.7 Applicability.](#)

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

[772.11 Noise abatement.](#)

[772.13 Federal participation.](#)

[772.15 Information for local officials.](#)

[772.17 Traffic noise prediction.](#)

[772.19 Construction noise.](#)

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

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

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

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

Sec. 772.1 Purpose.

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

Sec. 772.3 Noise standards.

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

Sec. 772.5 Definitions.

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

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

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

(d) L10(h). The hourly value of L10.

(e) Leq. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period.

(f) Leq(h). The hourly value of Leq.

(g) Traffic noise impacts. Impacts which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 1), or when the predicted traffic noise levels substantially exceed the existing noise levels.

(h) Type I projects. A proposed Federal or Federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

(i) Type II projects. A proposed Federal or Federal-aid highway project for noise abatement on an existing highway.

Sec. 772.7 Applicability.

(a) Type I projects. This regulation applies to all Type I projects unless it is specifically indicated that a section applies only to Type II projects.

(b) Type II projects. The development and implementation of Type II projects are not mandatory requirements of 23 U.S.C. 109(i) and are, therefore, not required by this regulation. When Type II projects are proposed for Federal-aid highway participation at the option of the highway agency, the provisions of Subsec. 772.9(c), 772.13, and 772.19 of this regulation shall apply.

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

(a) The highway agency shall determine and analyze expected traffic noise impacts and alternative noise abatement measures to mitigate these impacts, giving weight to the benefits and cost of abatement, and to the overall social, economic and environmental effects.

(b) The traffic noise analysis shall include the following for each alternative under detailed study:

1. Identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed and programmed, which may be affected by noise from the highway;
2. Prediction of traffic noise levels;
3. Determination of existing noise levels;
4. Determination of traffic noise impacts; and
5. Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts.

(c) Highway agencies proposing to use Federal-aid highway funds for Type II projects shall perform a noise analysis of sufficient scope to provide information needed to make the determination required by

Sec. 772.13(a) of this chapter.

Sec. 772.11 Noise abatement.

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

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

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

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

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

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

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

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

Sec. 772.13 Federal participation.

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

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

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

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

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

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

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

Sec. 772.15 Information for local officials.

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

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

Sec. 772.17 Traffic noise prediction.

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

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

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

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

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

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

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

Sec. 772.19 Construction noise.

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

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

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

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

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

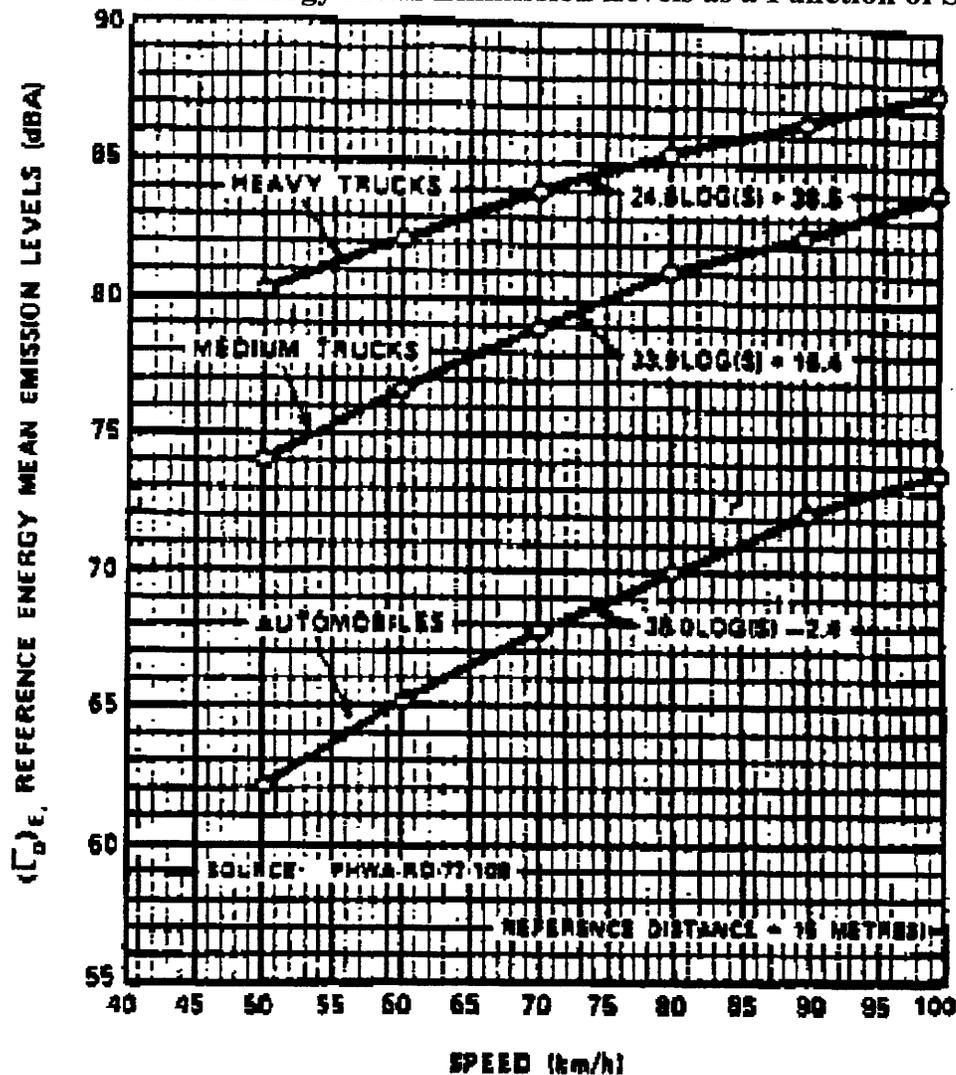
Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended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

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

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

Appendix A

National Reference Energy Mean Emission Levels as a Function of Speed



Legend:

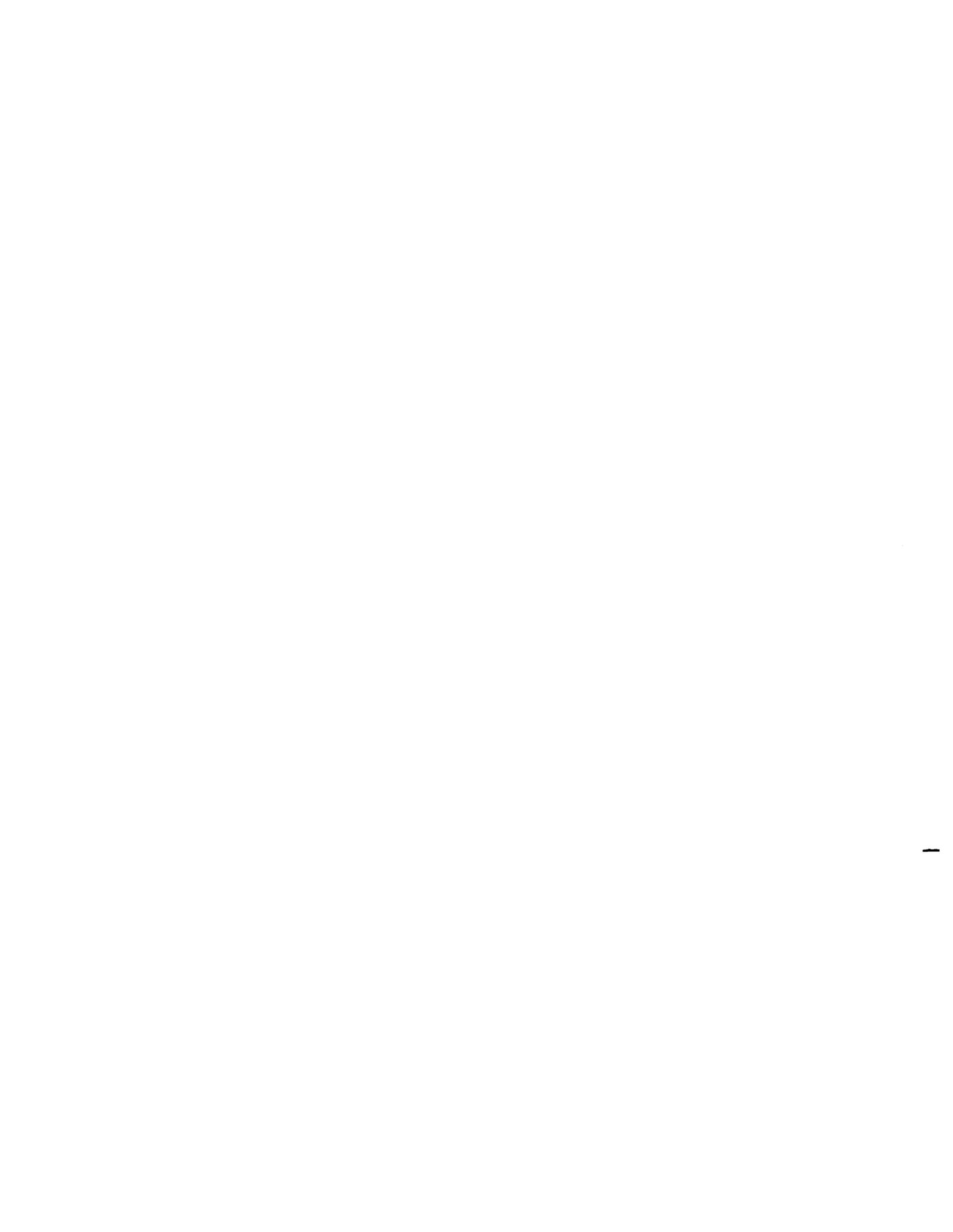
1. Automobiles: all vehicles with two axles and four wheels.
2. Medium Trucks: all vehicles with two axles and six wheels.
3. Heavy Trucks: all vehicles with three or more axles.

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

APPENDIX E
NATIVE AMERICAN CONSULTATION



Native American Consultation Report

FHWA Project: SPF-095-2 (041)
NDOT EA: 72968

Project Description: Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) are evaluating potential transportation improvements along the US 95 corridor from Craig Road to Kyle Canyon Road (State Highway 157). The highway segment currently consists of two lanes in each direction separated by a wide median without barriers. South of Craig Road, the highway consists of three lanes, separated by a median and barriers.

The scope of the study includes the potential application of traffic metering along existing on-ramps, increased use of existing frontage roads and arterials, installation of a commuter rail system, and improvements to the highway and some interchanges. Potential improvements to the highway may include the addition of one through-lane in each direction, the addition of a high occupancy vehicle (HOV) lane in each direction, or combinations of new through-lanes and HOV lanes. The study will require these potential improvements, if any, to provide an acceptable level of service along the study area segment of US 95 in the year 2030.

The study also involves coordination with the City of Las Vegas on a potential overpass at Grand Teton Drive and an interchange at Horse Road. A grade-separated interchange may be required at Kyle Canyon Road; however, traffic forecasts and safety issues will be determining factors on its addition. An existing park-and-ride parking lot at Centennial Drive also could be relocated to a currently undetermined location.

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 November 6, 2003.

Results of Consultation:

Las Vegas Paiute Tribe, Las Vegas, Nevada

Represented by Mr. Curtis Anderson, Chairman

Kenny Anderson (Cultural Committee Chairman) handled this project for the Tribe. In a telephone conversation with Elizabeth Dubreuil (NDOT Native American Consultation Coordinator) on February 19, 2004, Mr. Anderson stated that they have no concerns with the project as planned as no significant finds were made. However, he asked that the Tribe be informed if any historic properties are discovered during project implementation. There has been no further communication with the Tribe concerning this matter.

Moapa Paiute Tribe, Moapa, Nevada

Represented by Mr. Philbert Swain, Chairman

In a telephone conversation with Chairman Philbert Swain on February 25, 2004, Elizabeth Dubreuil (NDOT Native American Consultation Coordinator) offered to fax a copy of the original consultation letter sent to Mr. Swain in December 2003. A fax was sent to Mr. Swain on February 25, 2004. On March 11 and 30, 2004, Ms. Dubreuil telephoned and left a detailed message for Mr. Swain in order to discuss the project. On April 5, 2004 in a telephone conversation with Mr. Swain, he stated that he had not had a chance to review the project yet. On August 2, 2004, in a telephone conversation with Mr. Swain, he stated that the Tribe would like to be notified if anything is discovered during the project, but otherwise, the Tribe had no objection with the project as planned. There has been no further contact with the Tribe on this matter.

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

In a telephone conversation on April 5, 2004, Elizabeth Dubreuil (NDOT Native American Consultation Coordinator) talked with Mr. Richard Arnold, Chairman of the Pahrump Paiute Tribe and Director of the Las Vegas Indian Center to discuss the project. Mr. Arnold stated that the Tribe still had no objections to the project as planned. Mr. Arnold also stated that he would defer to the Las Vegas Paiute Tribe on this matter. There has been no further contact with the tribe concerning this project.

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. However, in recognizing the significance local Native American people place upon a traditional

cultural property (TCP) located several miles east of the Phase Three project area, FHWA will continue to pursue comments and address concerns for all phases of the proposed project from those tribes that have yet to respond.

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:

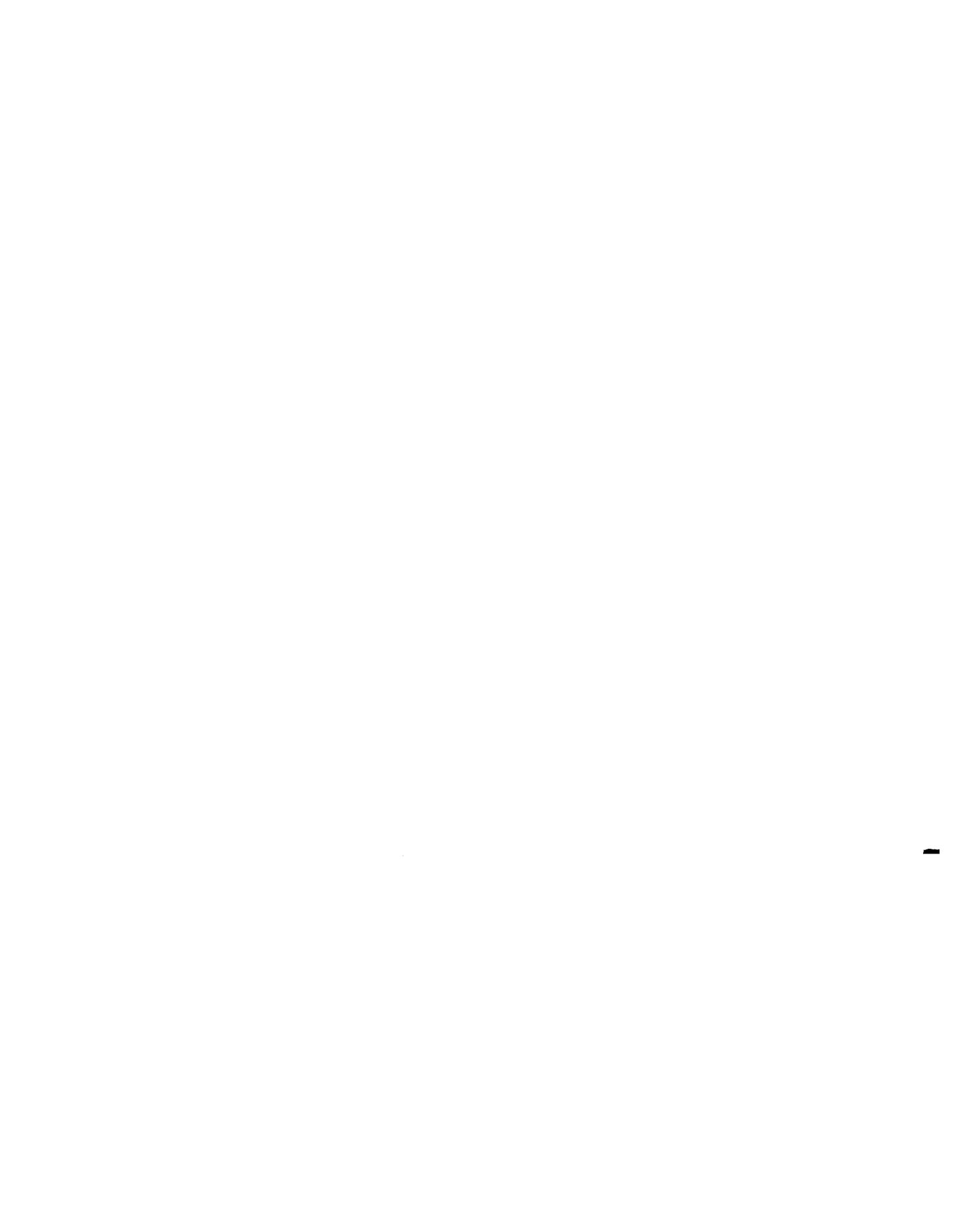


Elizabeth A. Dubreuil, NDOT
Native American Consultation Coordinator

Reviewed and Concur with Recommendations:



T.H. Turner, NDOT
Chief Archaeologist



APPENDIX F
SHPO CONCURRENCE LETTER



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

June 19, 2007

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

Re: US 95 NW Corridor (Washington Ave. to Kyle Canyon Rd.) and Report Titled 'Historic Architectural Survey Report - US 95 Northwest (Washington Ave. to Kyle Canyon Rd.), Clark County, Nevada (April 2007) (EA: 72968)

Dear Mr. Abdalla:

Thank you for the additional time to review this project. 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)

The SHPO concurs with the 13 mile APE as defined in page 5 and Figures A thru H of the report.

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 one-thousand-and-forty-one (1,041) properties within the APE. Of that number, six (6) were documented using the Nevada Historic Resources Inventory Form (HIRF), and one (1) was previously surveyed in 2001.

At this time, the SHPO concurs with FHWA that the following six (6) properties are 'not eligible' to the National Register of Historic Places:

#	Property Address	APN	Built
1	4505 Balsam St.	138-03-602-008	1966
2	4555 Balsam St.	138-03-602-006	1964
3	4705 Balsam St.	138-03-510-025	1966
4	4723 Balsam St.	138-03-510-024	1967
5	6917 W. Lone Mountain Rd.	138-03-510-002	1963

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The SHPO acknowledges that the following property was previously surveyed and determined 'not eligible' in 2001 (See November 1, 2001 letter to FHWA).

#	Property Address	APN	Built
1	7375 Tule Springs Rd. (aka Las Vegas Shed)	125-17-802-001	1944

Additionally, the SHPO acknowledges that the following one-thousand-and-thirty-five (1,035) 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.

#	Property Address	APN	Built
1	7100 Alexander Rd., W.	138-03-802-002	1994
2	3636 Angela Robin St.	138-10-615-079	1995-97
3	3636 Angela Robin St.	138-10-615-080	1995-97
4	3636 Angela Robin St.	138-10-615-081	1995-97
5	3636 Angela Robin St.	138-10-615-082	1995-97
6	3636 Angela Robin St.	138-10-615-083	1995-97
7	3636 Angela Robin St.	138-10-615-084	1995-97
8	3636 Angela Robin St.	138-10-615-085	1995-97
9	3636 Angela Robin St.	138-10-615-086	1995-97
10	3636 Angela Robin St.	138-10-615-087	1995-97
11	3636 Angela Robin St.	138-10-615-088	1995-97
12	3636 Angela Robin St.	138-10-615-089	1995-97
13	3636 Angela Robin St.	138-10-615-090	1995-97
14	3672 Angela Robin St.	138-10-615-103	1995-97
15	3672 Angela Robin St.	138-10-615-104	1995-97
16	3672 Angela Robin St.	138-10-615-105	1995-97
17	3672 Angela Robin St.	138-10-615-106	1995-97
18	3672 Angela Robin St.	138-10-615-107	1995-97
19	3672 Angela Robin St.	138-10-615-108	1995-97
20	3672 Angela Robin St.	138-10-615-109	1995-97
21	3672 Angela Robin St.	138-10-615-110	1995-97
22	3672 Angela Robin St.	138-10-615-111	1995-97
23	3672 Angela Robin St.	138-10-615-112	1995-97
24	3672 Angela Robin St.	138-10-615-113	1995-97
25	3672 Angela Robin St.	138-10-615-114	1995-97
26	6953 Atrium Ave.	138-03-813-008	1991
27	6952 Atrium Ave.	138-03-813-007	1991

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#	Property Address (alphabetical)	APNs	Built
28	4515 Balsam St.	138-03-602-007	1972
29	4595 Balsam St.	138-03-602-005	1974
30	4597 Balsam St.	138-03-602-003	1978
31	4615 Balsam St.	138-03-510-030	1970
32	4633 Balsam St.	138-03-510-029	1973
33	4661 Balsam St.	138-03-510-027	1978
34	4679 Balsam St.	138-03-510-031	NA
35	4687 Balsam St.	138-03-510-026	1980
36	4743 Balsam St.	138-03-510-023	1979
37	9370 Brent Ln.	125-07-501-003	1999
38	7305 Camrose Rodge Pl.	125-34-117-115	2002
39	7305 Camrose Rodge Pl.	125-34-117-116	2002
40	7305 Camrose Rodge Pl.	125-34-117-117	2002
41	7310 Camrose Rodge Pl.	125-34-117-127	2002
42	7310 Camrose Rodge Pl.	125-34-117-128	2002
43	7310 Camrose Rodge Pl.	125-34-117-129	2002
44	7310 Camrose Rodge Pl.	125-34-117-130	2002
45	7310 Camrose Rodge Pl.	125-34-117-131	2002
46	7310 Camrose Rodge Pl.	125-34-117-132	2002
47	7315 Camrose Rodge Pl.	125-34-117-109	2002
48	7315 Camrose Rodge Pl.	125-34-117-110	2002
49	7315 Camrose Rodge Pl.	125-34-117-111	2002
50	7315 Camrose Rodge Pl.	125-34-117-112	2002
51	7315 Camrose Rodge Pl.	125-34-117-113	2002
52	7315 Camrose Rodge Pl.	125-34-117-114	2002
53	7320 Camrose Rodge Pl.	125-34-117-121	2002
54	7320 Camrose Rodge Pl.	125-34-117-122	2002
55	7320 Camrose Rodge Pl.	125-34-117-123	2002
56	7320 Camrose Rodge Pl.	125-34-117-124	2002
57	7320 Camrose Rodge Pl.	125-34-117-125	2002
58	7320 Camrose Rodge Pl.	125-34-117-126	2002
59	7330 Camrose Rodge Pl.	125-34-117-118	2002
60	7330 Camrose Rodge Pl.	125-34-117-119	2002
61	7330 Camrose Rodge Pl.	125-34-117-120	2002
62	4000 Cape Sand Dr.	138-03-819-090	1994
63	4001 Cape Sand Dr.	138-03-819-094	1994
64	4004 Cape Sand Dr.	138-03-819-088	1994
65	4005 Cape Sand Dr.	138-03-819-093	1994
66	4008 Cape Sand Dr.	138-03-819-043	1994

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#	Property Address (alphabetical)	APNs	Built
67	4012 Cape Sand Dr.	138-03-819-041	1994
68	4013 Cape Sand Dr.	138-03-819-038	1994
69	4017 Cape Sand Dr.	138-03-819-037	1994
70	4021 Cape Sand Dr.	138-03-819-027	1994
71	4024 Cape Sand Dr.	138-03-819-031	1994
72	4025 Cape Sand Dr.	138-03-819-028	1994
73	4028 Cape Sand Dr.	138-03-819-029	1994
74	4029 Cape Sand Dr.	138-03-819-026	1994
75	4033 Cape Sand Dr.	138-03-819-025	1994
76	4037 Cape Sand Dr.	138-03-819-015	1994
77	4040 Cape Sand Dr.	138-03-819-019	1994
78	4041 Cape Sand Dr.	138-03-819-016	1994
79	4044 Cape Sand Dr.	138-03-819-017	1994
80	4048 Cape Sand Dr.	138-03-819-007	1994
81	4049 Cape Sand Dr.	138-03-819-004	1994
82	4052 Cape Sand Dr.	138-03-819-005	1994
83	4053 Cape Sand Dr.	138-03-819-002	1994
84	5450 Cardinal Ridge Ct.	125-34-117-085	2002
85	5450 Cardinal Ridge Ct.	125-34-117-086	2002
86	5450 Cardinal Ridge Ct.	125-34-117-087	2002
87	5450 Cardinal Ridge Ct.	125-34-117-088	2002
88	5450 Cardinal Ridge Ct.	125-34-117-089	2002
89	5450 Cardinal Ridge Ct.	125-34-117-090	2002
90	5455 Cardinal Ridge Ct.	125-34-117-091	2002
91	5455 Cardinal Ridge Ct.	125-34-117-092	2002
92	5455 Cardinal Ridge Ct.	125-34-117-093	2002
93	5455 Cardinal Ridge Ct.	125-34-117-094	2002
94	5455 Cardinal Ridge Ct.	125-34-117-095	2002
95	5455 Cardinal Ridge Ct.	125-34-117-096	2002
96	5465 Cardinal Ridge Ct.	125-34-117-097	2002
97	5465 Cardinal Ridge Ct.	125-34-117-098	2002
98	5465 Cardinal Ridge Ct.	125-34-117-099	2002
99	5465 Cardinal Ridge Ct.	125-34-117-100	2002
100	5465 Cardinal Ridge Ct.	125-34-117-101	2002
101	5465 Cardinal Ridge Ct.	125-34-117-102	2002
102	4000 Castle Cove Dr.	138-03-819-086	1994
103	4001 Castle Cove Dr.	138-03-819-089	1994
104	4004 Castle Cove Dr.	138-03-819-084	1994
105	4005 Castle Cove Dr.	138-03-819-087	1994

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#	Property Address (alphabetical)	APNs	Built
106	4009 Castle Cove Dr.	138-03-819-044	1994
107	4012 Castle Cove Dr.	138-03-819-045	1994
108	4013 Castle Cove Dr.	138-03-819-042	1994
109	4016 Castle Cove Dr.	138-03-819-046	1994
110	4020 Castle Cove Dr.	138-03-819-036	1994
111	4024 Castle Cove Dr.	138-03-819-035	1994
112	4025 Castle Cove Dr.	138-03-819-032	1994
113	4028 Castle Cove Dr.	138-03-819-033	1994
114	4029 Castle Cove Dr.	138-03-819-030	1994
115	4032 Castle Cove Dr.	138-03-819-034	1994
116	4036 Castle Cove Dr.	138-03-819-024	1994
117	4040 Castle Cove Dr.	138-03-819-023	1994
118	4041 Castle Cove Dr.	138-03-819-020	1994
119	4045 Castle Cove Dr.	138-03-819-018	1994
120	4048 Castle Cove Dr.	138-03-819-011	1994
121	4049 Castle Cove Dr.	138-03-819-008	1994
122	4052 Castle Cove Dr.	138-03-819-009	1994
123	4053 Castle Cove Dr.	138-03-819-006	1994
124	6800-6965 Coral Rock Dr.	138-03-819-095	1995
125	6800 Coral Rock Dr.	138-03-819-062	1994
126	6801 Coral Rock Dr.	138-03-819-066	1994
127	6804 Coral Rock Dr.	138-03-819-064	1994
128	6805 Coral Rock Dr.	138-03-819-065	1994
129	6808 Coral Rock Dr.	138-03-819-063	1994
130	6812 Coral Rock Dr.	138-03-819-061	1994
131	6816 Coral Rock Dr.	138-03-819-058	1994
132	6820 Coral Rock Dr.	138-03-819-060	1994
133	6824 Coral Rock Dr.	138-03-819-059	1994
134	6825 Coral Rock Dr.	138-03-819-069	1994
135	6828 Coral Rock Dr.	138-03-819-057	1994
136	6829 Coral Rock Dr.	138-03-819-067	1994
137	6832 Coral Rock Dr.	138-03-819-054	1994
138	6833 Coral Rock Dr.	138-03-819-068	1994
139	6836 Coral Rock Dr.	138-03-819-056	1994
140	6837 Coral Rock Dr.	138-03-819-070	1994
141	6840 Coral Rock Dr.	138-03-819-055	1994
142	6841 Coral Rock Dr.	138-03-819-073	1994
143	6844 Coral Rock Dr.	138-03-819-053	1994
144	6845 Coral Rock Dr.	138-03-819-071	1994

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#	Property Address (alphabetical)	APNs	Built
145	6848 Coral Rock Dr.	138-03-819-050	1994
146	6849 Coral Rock Dr.	138-03-819-072	1994
147	6852 Coral Rock Dr.	138-03-819-052	1994
148	6853 Coral Rock Dr.	138-03-819-074	1994
149	6856 Coral Rock Dr.	138-03-819-051	1994
150	6857 Coral Rock Dr.	138-03-819-077	1994
151	6860 Coral Rock Dr.	138-03-819-049	1994
152	6861 Coral Rock Dr.	138-03-819-075	1994
153	6900 Coral Rock Dr.	138-03-819-095	1994
154	6901 Coral Rock Dr.	138-03-819-076	1994
155	6905 Coral Rock Dr.	138-03-819-078	1994
156	6909 Coral Rock Dr.	138-03-819-081	1994
157	6913 Coral Rock Dr.	138-03-819-079	1994
158	6917 Coral Rock Dr.	138-03-819-080	1994
159	6920 Coral Rock Dr.	138-03-819-048	1994
160	6921 Coral Rock Dr.	138-03-819-082	1994
161	6924 Coral Rock Dr.	138-03-819-047	1994
162	6925 Coral Rock Dr.	138-03-819-085	1994
163	6929 Coral Rock Dr.	138-03-819-083	1994
164	6960 Coral Rock Dr.	138-03-819-040	1994
165	6961 Coral Rock Dr.	138-03-819-091	1994
166	6964 Coral Rock Dr.	138-03-819-039	1994
167	6965 Coral Rock Dr.	138-03-819-092	1994
168	6900 Craig Rd., W.	138-03-602-011	1990
169	5415-7330 Crimson Crest Pl.	125-34-117-000	2002
170	5415 Crimson Crest Pl.	125-34-117-001	2002
171	5415 Crimson Crest Pl.	125-34-117-002	2002
172	5415 Crimson Crest Pl.	125-34-117-003	2002
173	5415 Crimson Crest Pl.	125-34-117-004	2002
174	5415 Crimson Crest Pl.	125-34-117-005	2002
175	5415 Crimson Crest Pl.	125-34-117-006	2002
176	5455 Crimson Crest Pl.	125-34-117-073	2002
177	5455 Crimson Crest Pl.	125-34-117-074	2002
178	5455 Crimson Crest Pl.	125-34-117-075	2002
179	5455 Crimson Crest Pl.	125-34-117-076	2002
180	5455 Crimson Crest Pl.	125-34-117-077	2002
181	5455 Crimson Crest Pl.	125-34-117-078	2002
182	6101 Daisy Petal St.	125-27-216-043	1996-99
183	6101 Daisy Petal St.	125-27-216-044	1996-99

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#	Property Address (alphabetical)	APNs	Built
184	6103 Daisy Petal St.	125-27-216-041	1996-99
185	6103 Daisy Petal St.	125-27-216-042	1996-99
186	6105 Daisy Petal St.	125-27-216-039	1996-99
187	6105 Daisy Petal St.	125-27-216-040	1996-99
188	6107 Daisy Petal St.	125-27-216-037	1996-99
189	6107 Daisy Petal St.	125-27-216-038	1996-99
190	6109 Daisy Petal St.	125-27-216-035	1996-99
191	6109 Daisy Petal St.	125-27-216-036	1996-99
192	6111 Daisy Petal St.	125-27-216-033	1996-99
193	6111 Daisy Petal St.	125-27-216-034	1996-99
194	6113 Daisy Petal St.	125-27-216-031	1996-99
195	6113 Daisy Petal St.	125-27-216-032	1996-99
196	6115 Daisy Petal St.	125-27-216-029	1996-99
197	6115 Daisy Petal St.	125-27-216-030	1996-99
198	6117 Daisy Petal St.	125-27-216-027	1996-99
199	6117 Daisy Petal St.	125-27-216-028	1996-99
200	6119 Daisy Petal St.	125-27-219-081	1997-1999
201	6119 Daisy Petal St.	125-27-219-082	1997-1999
202	6123 Daisy Petal St.	125-27-219-079	1997-1999
203	6123 Daisy Petal St.	125-27-219-080	1997-1999
204	6125 Daisy Petal St.	125-27-219-077	1997-1999
205	6125 Daisy Petal St.	125-27-219-078	1997-1999
206	6127 Daisy Petal St.	125-27-219-075	1997-1999
207	6127 Daisy Petal St.	125-27-219-076	1997-1999
208	6129 Daisy Petal St.	125-27-219-073	1997-1999
209	6129 Daisy Petal St.	125-27-219-074	1997-1999
210	6131 Daisy Petal St.	125-27-219-071	1997-1999
211	6131 Daisy Petal St.	125-27-219-072	1997-1999
212	3900 Dalecrest Dr.	138-10-601-007	1996
213	3900 Dalecrest Dr.	138-10-501-011	1996
214	7250 Diamond Canyon Ln.	125-34-117-067	2002
215	7250 Diamond Canyon Ln.	125-34-117-068	2002
216	7250 Diamond Canyon Ln.	125-34-117-069	2002
217	7250 Diamond Canyon Ln.	125-34-117-070	2002
218	7250 Diamond Canyon Ln.	125-34-117-071	2002
219	7250 Diamond Canyon Ln.	125-34-117-072	2002
220	7255 Diamond Canyon Ln.	125-34-117-007	2002
221	7255 Diamond Canyon Ln.	125-34-117-008	2002
222	7255 Diamond Canyon Ln.	125-34-117-009	2002

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#	Property Address (alphabetical)	APNs	Built
223	7255 Diamond Canyon Ln.	125-34-117-010	2002
224	7255 Diamond Canyon Ln.	125-34-117-011	2002
225	7255 Diamond Canyon Ln.	125-34-117-012	2002
226	7270 Diamond Canyon Ln.	125-34-117-061	2002
227	7270 Diamond Canyon Ln.	125-34-117-062	2002
228	7270 Diamond Canyon Ln.	125-34-117-063	2002
229	7270 Diamond Canyon Ln.	125-34-117-064	2002
230	7270 Diamond Canyon Ln.	125-34-117-065	2002
231	7270 Diamond Canyon Ln.	125-34-117-066	2002
232	7275 Diamond Canyon Ln.	125-34-117-013	2002
233	7275 Diamond Canyon Ln.	125-34-117-014	2002
234	7275 Diamond Canyon Ln.	125-34-117-015	2002
235	7275 Diamond Canyon Ln.	125-34-117-016	2002
236	7275 Diamond Canyon Ln.	125-34-117-017	2002
237	7275 Diamond Canyon Ln.	125-34-117-018	2002
238	7290 Diamond Canyon Ln.	125-34-117-055	2002
239	7290 Diamond Canyon Ln.	125-34-117-056	2002
240	7290 Diamond Canyon Ln.	125-34-117-057	2002
241	7290 Diamond Canyon Ln.	125-34-117-058	2002
242	7290 Diamond Canyon Ln.	125-34-117-059	2002
243	7290 Diamond Canyon Ln.	125-34-117-060	2002
244	7295 Diamond Canyon Ln.	125-34-117-019	2002
245	7295 Diamond Canyon Ln.	125-34-117-020	2002
246	7295 Diamond Canyon Ln.	125-34-117-021	2002
247	7295 Diamond Canyon Ln.	125-34-117-022	2002
248	7295 Diamond Canyon Ln.	125-34-117-023	2002
249	7295 Diamond Canyon Ln.	125-34-117-024	2002
250	7041 Doug Deaner Ave.	138-10-615-127	1995-97
251	7041 Doug Deaner Ave.	138-10-615-128	1995-97
252	7041 Doug Deaner Ave.	138-10-615-129	1995-97
253	7041 Doug Deaner Ave.	138-10-615-130	1995-97
254	7041 Doug Deaner Ave.	138-10-615-131	1995-97
255	7041 Doug Deaner Ave.	138-10-615-132	1995-97
256	7041 Doug Deaner Ave.	138-10-615-133	1995-97
257	7041 Doug Deaner Ave.	138-10-615-134	1995-97
258	7041 Doug Deaner Ave.	138-10-615-135	1995-97
259	7041 Doug Deaner Ave.	138-10-615-136	1995-97
260	5445 Drexel Rd.	125-34-501-004	2000
261	7567 Durham Hall Ave.	125-27-219-033	1997-1999

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#	Property Address (alphabetical)	APNs	Built
262	7567 Durham Hall Ave.	125-27-219-034	1997-1999
263	7565 Durham Hall Ave.	125-27-219-035	1997-1999
264	7565 Durham Hall Ave.	125-27-219-036	1997-1999
265	7563 Durham Hall Ave.	125-27-219-037	1997-1999
266	7563 Durham Hall Ave.	125-27-219-038	1997-1999
267	7561 Durham Hall Ave.	125-27-219-039	1997-1999
268	7561 Durham Hall Ave.	125-27-219-040	1997-1999
269	7559 Durham Hall Ave.	125-27-219-041	1997-1999
270	7559 Durham Hall Ave.	125-27-219-042	1997-1999
271	7557 Durham Hall Ave.	125-27-219-043	1997-1999
272	7557 Durham Hall Ave.	125-27-219-044	1997-1999
273	7555 Durham Hall Ave.	125-27-219-045	1997-1999
274	7555 Durham Hall Ave.	125-27-219-046	1997-1999
275	7553 Durham Hall Ave.	125-27-219-047	1997-1999
276	7553 Durham Hall Ave.	125-27-219-048	1997-1999
277	7552 Durham Hall Ave.	125-27-219-049	1997-1999
278	7552 Durham Hall Ave.	125-27-219-050	1997-1999
279	7554 Durham Hall Ave.	125-27-219-051	1997-1999
280	7554 Durham Hall Ave.	125-27-219-052	1997-1999
281	7556 Durham Hall Ave.	125-27-219-053	1997-1999
282	7556 Durham Hall Ave.	125-27-219-054	1997-1999
283	7558 Durham Hall Ave.	125-27-219-055	1997-1999
284	7558 Durham Hall Ave.	125-27-219-056	1997-1999
285	7560 Durham Hall Ave.	125-27-219-057	1997-1999
286	7560 Durham Hall Ave.	125-27-219-058	1997-1999
287	7562 Durham Hall Ave.	125-27-219-059	1997-1999
288	7562 Durham Hall Ave.	125-27-219-060	1997-1999
289	7564 Durham Hall Ave.	125-27-219-061	1997-1999
290	7564 Durham Hall Ave.	125-27-219-062	1997-1999
291	7566 Durham Hall Ave.	125-27-219-063	1997-1999
292	7566 Durham Hall Ave.	125-27-219-064	1997-1999
293	7568 Durham Hall Ave.	125-27-219-065	1997-1999
294	7568 Durham Hall Ave.	125-27-219-066	1997-1999
295	7570 Durham Hall Ave.	125-27-219-067	1997-1999
296	7570 Durham Hall Ave.	125-27-219-068	1997-1999
297	7572 Durham Hall Ave.	125-27-219-069	1997-1999
298	7572 Durham Hall Ave.	125-27-219-070	1997-1999
299	6840-6844 Elm Creek Dr.	138-10-719-000	1995
300	6840 Elm Creek Dr.	138-10-719-001	1993

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#	Property Address (alphabetical)	APNs	Built
301	6840 Elm Creek Dr.	138-10-719-002	1993
302	6840 Elm Creek Dr.	138-10-719-003	1993
303	6840 Elm Creek Dr.	138-10-719-004	1993
304	6840 Elm Creek Dr.	138-10-719-005	1993
305	6840 Elm Creek Dr.	138-10-719-006	1993
306	6840 Elm Creek Dr.	138-10-719-007	1993
307	6840 Elm Creek Dr.	138-10-719-008	1993
308	6844 Elm Creek Dr.	138-10-719-009	1993
309	6844 Elm Creek Dr.	138-10-719-010	1993
310	6844 Elm Creek Dr.	138-10-719-011	1993
311	6844 Elm Creek Dr.	138-10-719-012	1993
312	6844 Elm Creek Dr.	138-10-719-013	1993
313	6844 Elm Creek Dr.	138-10-719-014	1993
314	6844 Elm Creek Dr.	138-10-719-015	1993
315	6844 Elm Creek Dr.	138-10-719-016	1993
316	4900 Forest Oaks Dr.	125-34-812-005	1995
317	4904 Forest Oaks Dr.	125-34-811-014	1994
318	4908 Forest Oaks Dr.	125-34-811-015	1993
319	4912 Forest Oaks Dr.	125-34-811-016	1993
320	4916 Forest Oaks Dr.	125-34-811-017	1993
321	4920 Forest Oaks Dr.	125-34-811-018	1993
322	4924 Forest Oaks Dr.	125-34-811-019	1993
323	4928 Forest Oaks Dr.	125-34-811-020	1993
324	4932 Forest Oaks Dr.	125-34-811-021	1993
325	4936 Forest Oaks Dr.	125-34-811-022	1994
326	4940 Forest Oaks Dr.	125-34-811-023	1996
327	5000 Forest Oaks Dr.	125-34-811-032	1989
328	5004 Forest Oaks Dr.	125-34-811-031	1989
329	5008 Forest Oaks Dr.	125-34-710-030	1989
330	5012 Forest Oaks Dr.	125-34-710-029	1989
331	5016 Forest Oaks Dr.	125-34-710-028	1989
332	5020 Forest Oaks Dr.	125-34-710-027	1989
333	5024 Forest Oaks Dr.	125-34-710-026	1989
334	5028 Forest Oaks Dr.	125-34-710-025	1989
335	5032 Forest Oaks Dr.	125-34-710-024	1994
336	5036 Forest Oaks Dr.	125-34-710-023	1994
337	5040 Forest Oaks Dr.	125-34-710-022	1994
338	5044 Forest Oaks Dr.	125-34-710-021	1994
339	5048 Forest Oaks Dr.	125-34-710-020	1994

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#	Property Address (alphabetical)	APNs	Built
340	5052 Forest Oaks Dr.	125-34-710-019	1994
341	5100 Forest Oaks Dr.	125-34-710-018	1994
342	5104 Forest Oaks Dr.	125-34-710-017	1994
343	5108 Forest Oaks Dr.	125-34-710-016	1994
344	5112 Forest Oaks Dr.	125-34-710-015	1994
345	4200 Fox Point Dr.	138-03-714-040	1981
346	4204 Fox Point Dr.	138-03-714-041	1981
347	4208 Fox Point Dr.	138-03-714-042	1981
348	4212 Fox Point Dr.	138-03-714-043	1981
349	4216 Fox Point Dr.	138-03-714-044	1981
350	4220 Fox Point Dr.	138-03-713-035	1983
351	4224 Fox Point Dr.	138-03-713-036	1983
352	4228 Fox Point Dr.	138-03-713-037	1983
353	4232 Fox Point Dr.	138-03-713-038	1983
354	4300 Fox Point Dr.	138-03-713-039	1983
355	4304 Fox Point Dr.	138-03-713-040	1983
356	4308 Fox Point Dr.	138-03-711-015	1983
357	4312 Fox Point Dr.	138-03-711-014	1984
358	4316 Fox Point Dr.	138-03-711-013	1984
359	4320 Fox Point Dr.	138-03-711-012	1984
360	4324 Fox Point Dr.	138-03-711-011	1984
361	4328 Fox Point Dr.	138-03-710-050	1984
362	4332 Fox Point Dr.	138-03-710-049	1984
363	4336 Fox Point Dr.	138-03-710-048	1984
364	4340 Fox Point Dr.	138-03-710-047	1984
365	4344 Fox Point Dr.	138-03-710-046	1984
366	4348 Fox Point Dr.	138-03-710-045	1984
367	4352 Fox Point Dr.	138-03-710-044	1984
368	No # listed Glowing Ember Ct.	125-27-219-000	1997-1999
369	7552 Glowing Ember Ct.	125-27-219-017	1997-1999
370	7552 Glowing Ember Ct.	125-27-219-018	1997-1999
371	7553 Glowing Ember Ct.	125-27-219-015	1997-1999
372	7553 Glowing Ember Ct.	125-27-219-016	1997-1999
373	7554 Glowing Ember Ct.	125-27-219-019	1997-1999
374	7554 Glowing Ember Ct.	125-27-219-020	1997-1999
375	7555 Glowing Ember Ct.	125-27-219-013	1997-1999
376	7555 Glowing Ember Ct.	125-27-219-014	1997-1999
377	7556 Glowing Ember Ct.	125-27-219-021	1997-1999
378	7556 Glowing Ember Ct.	125-27-219-022	1997-1999

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#	Property Address (alphabetical)	APNs	Built
379	7557 Glowing Ember Ct.	125-27-219-011	1997-1999
380	7557 Glowing Ember Ct.	125-27-219-012	1997-1999
381	7558 Glowing Ember Ct.	125-27-219-023	1997-1999
382	7558 Glowing Ember Ct.	125-27-219-024	1997-1999
383	7559 Glowing Ember Ct.	125-27-219-009	1997-1999
384	7559 Glowing Ember Ct.	125-27-219-010	1997-1999
385	7560 Glowing Ember Ct.	125-27-219-025	1997-1999
386	7560 Glowing Ember Ct.	125-27-219-026	1997-1999
387	7561 Glowing Ember Ct.	125-27-219-007	1997-1999
388	7561 Glowing Ember Ct.	125-27-219-008	1997-1999
389	7562 Glowing Ember Ct.	125-27-219-027	1997-1999
390	7562 Glowing Ember Ct.	125-27-219-028	1997-1999
391	7563 Glowing Ember Ct.	125-27-219-005	1997-1999
392	7563 Glowing Ember Ct.	125-27-219-006	1997-1999
393	7564 Glowing Ember Ct.	125-27-219-029	1997-1999
394	7564 Glowing Ember Ct.	125-27-219-030	1997-1999
395	7565 Glowing Ember Ct.	125-27-219-003	1997-1999
396	7565 Glowing Ember Ct.	125-27-219-004	1997-1999
397	7566 Glowing Ember Ct.	125-27-219-031	1997-1999
398	7566 Glowing Ember Ct.	125-27-219-032	1997-1999
399	7567 Glowing Ember Ct.	125-27-219-001	1997-1999
400	7567 Glowing Ember Ct.	125-27-219-002	1997-1999
401	7075 Gowan Rd., W.	138-10-702-001	1995
402	5100 Harvest Time Dr.	125-34-714-073	1996-97
403	5100 Harvest Time Dr.	125-34-714-074	1996-97
404	5100 Harvest Time Dr.	125-34-714-075	1996-97
405	5100 Harvest Time Dr.	125-34-714-076	1996-97
406	5100 Harvest Time Dr.	125-34-714-077	1996-97
407	5100 Harvest Time Dr.	125-34-714-078	1996-97
408	5104 Harvest Time Dr.	125-34-714-067	1996-97
409	5104 Harvest Time Dr.	125-34-714-068	1996-97
410	5104 Harvest Time Dr.	125-34-714-069	1996-97
411	5104 Harvest Time Dr.	125-34-714-070	1996-97
412	5104 Harvest Time Dr.	125-34-714-071	1996-97
413	5104 Harvest Time Dr.	125-34-714-072	1996-97
414	5108 Harvest Time Dr.	125-34-714-061	1996-97
415	5108 Harvest Time Dr.	125-34-714-062	1996-97
416	5108 Harvest Time Dr.	125-34-714-063	1996-97
417	5108 Harvest Time Dr.	125-34-714-064	1996-97

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#	Property Address (alphabetical)	APNs	Built
418	5108 Harvest Time Dr.	125-34-714-065	1996-97
419	5108 Harvest Time Dr.	125-34-714-066	1996-97
420	5112 Harvest Time Dr.	125-34-714-055	1996-97
421	5112 Harvest Time Dr.	125-34-714-056	1996-97
422	5112 Harvest Time Dr.	125-34-714-057	1996-97
423	5112 Harvest Time Dr.	125-34-714-058	1996-97
424	5112 Harvest Time Dr.	125-34-714-059	1996-97
425	5112 Harvest Time Dr.	125-34-714-060	1996-97
426	5116 Harvest Time Dr.	125-34-714-049	1996-97
427	5116 Harvest Time Dr.	125-34-714-050	1996-97
428	5116 Harvest Time Dr.	125-34-714-051	1996-97
429	5116 Harvest Time Dr.	125-34-714-052	1996-97
430	5116 Harvest Time Dr.	125-34-714-053	1996-97
431	5116 Harvest Time Dr.	125-34-714-054	1996-97
432	Multiple Hillside Bloom Ct.	125-27-216-000	1996-99
433	6100 Hillside Bloom Ct.	125-27-216-001	1996-99
434	6100 Hillside Bloom Ct.	125-27-216-002	1996-99
435	6102 Hillside Bloom Ct.	125-27-216-003	1996-99
436	6102 Hillside Bloom Ct.	125-27-216-004	1996-99
437	6104 Hillside Bloom Ct.	125-27-216-005	1996-99
438	6104 Hillside Bloom Ct.	125-27-216-006	1996-99
439	6106 Hillside Bloom Ct.	125-27-216-007	1996-99
440	6106 Hillside Bloom Ct.	125-27-216-008	1996-99
441	6108 Hillside Bloom Ct.	125-27-216-009	1996-99
442	6108 Hillside Bloom Ct.	125-27-216-010	1996-99
443	3637 Ian Thomas St.	138-10-615-091	1995-97
444	3637 Ian Thomas St.	138-10-615-092	1995-97
445	3637 Ian Thomas St.	138-10-615-093	1995-97
446	3637 Ian Thomas St.	138-10-615-094	1995-97
447	3637 Ian Thomas St.	138-10-615-095	1995-97
448	3637 Ian Thomas St.	138-10-615-096	1995-97
449	3637 Ian Thomas St.	138-10-615-097	1995-97
450	3637 Ian Thomas St.	138-10-615-098	1995-97
451	3637 Ian Thomas St.	138-10-615-099	1995-97
452	3637 Ian Thomas St.	138-10-615-100	1995-97
453	3637 Ian Thomas St.	138-10-615-101	1995-97
454	3637 Ian Thomas St.	138-10-615-102	1995-97
455	3673 Ian Thomas St.	138-10-615-115	1995-97
456	3673 Ian Thomas St.	138-10-615-116	1995-97

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#	Property Address (alphabetical)	APNs	Built
457	3673 Ian Thomas St.	138-10-615-117	1995-97
458	3673 Ian Thomas St.	138-10-615-118	1995-97
459	3673 Ian Thomas St.	138-10-615-119	1995-97
460	3673 Ian Thomas St.	138-10-615-120	1995-97
461	3673 Ian Thomas St.	138-10-615-121	1995-97
462	3673 Ian Thomas St.	138-10-615-122	1995-97
463	3673 Ian Thomas St.	138-10-615-123	1995-97
464	3673 Ian Thomas St.	138-10-615-124	1995-97
465	3673 Ian Thomas St.	138-10-615-125	1995-97
466	3673 Ian Thomas St.	138-10-615-126	1995-97
467	6900 Indian Chief Dr.	125-34-714-091	1996-97
468	6900 Indian Chief Dr.	125-34-714-092	1996-97
469	6900 Indian Chief Dr.	125-34-714-093	1996-97
470	6900 Indian Chief Dr.	125-34-714-094	1996-97
471	6900 Indian Chief Dr.	125-34-714-095	1996-97
472	6900 Indian Chief Dr.	125-34-714-096	1996-97
473	6904 Indian Chief Dr.	125-34-714-085	1996-97
474	6904 Indian Chief Dr.	125-34-714-086	1996-97
475	6904 Indian Chief Dr.	125-34-714-087	1996-97
476	6904 Indian Chief Dr.	125-34-714-088	1996-97
477	6904 Indian Chief Dr.	125-34-714-089	1996-97
478	6904 Indian Chief Dr.	125-34-714-090	1996-97
479	6908 Indian Chief Dr.	125-34-714-079	1996-97
480	6908 Indian Chief Dr.	125-34-714-080	1996-97
481	6908 Indian Chief Dr.	125-34-714-081	1996-97
482	6908 Indian Chief Dr.	125-34-714-082	1996-97
483	6908 Indian Chief Dr.	125-34-714-083	1996-97
484	6908 Indian Chief Dr.	125-34-714-084	1996-97
485	7545 Maiden Run Ave.	125-27-217-040	1998
486	6956 Manistee Ct.	138-03-813-033	1992
487	6957 Manistee Ct.	138-03-813-034	1992
488	6952 Maple Brook Ct.	138-03-813-019	1992
489	6957 Maple Brook Ct.	138-03-813-020	1992
490	No # listed No name listed	125-06-001-001	Vacant
491	No # listed No name listed	125-06-002-001	Vacant
492	No # listed No name listed	125-06-002-002	Vacant
493	No # listed No name listed	125-06-002-003	Vacant
494	No # listed No name listed	125-06-002-009	Vacant
495	No # listed No name listed	125-06-099-011	Vacant

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#	Property Address (alphabetical)	APNs	Built
496	No # listed No name listed	125-07-501-001	Vacant
497	No # listed No name listed	125-07-601-005	Vacant
498	No # listed No name listed	125-07-602-001	Vacant
499	No # listed No name listed	125-07-602-002	Vacant
500	No # listed No name listed	125-07-701-002	Vacant
501	No # listed No name listed	125-17-701-001	Vacant
502	No # listed No name listed	125-17-702-001	Vacant
503	No # listed No name listed	125-27-201-005	Vacant
504	No # listed No name listed	125-27-223-001	Vacant
505	No # listed No name listed	126-01-601-016	Vacant
506	No # listed No name listed	126-01-701-008	Vacant
507	No # listed No name listed	138-03-510-001	NA
508	No # listed No name listed	138-03-510-028	1978
509	No # listed No name listed	138-03-597-001	Vacant
510	No # listed No name listed	138-03-597-002	Vacant
511	No # listed No name listed	138-03-697-001	Vacant
512	No # listed No name listed	138-03-802-003	NA
513	No # listed No name listed	138-22-502-001	1988
514	No # listed No name listed	138-27-501-001	Vacant
515	No # listed No name listed	138-27-502-004	Vacant
516	6924 Oyster Shell Dr.	138-03-819-010	1994
517	6928 Oyster Shell Dr.	138-03-819-012	1994
518	6929 Oyster Shell Dr.	138-03-819-022	1994
519	6933 Oyster Shell Dr.	138-03-819-021	1994
520	6961 Oyster Shell Dr.	138-03-819-014	1994
521	6964 Oyster Shell Dr.	138-03-819-003	1994
522	6965 Oyster Shell Dr.	138-03-819-013	1994
523	6968 Oyster Shell Dr.	138-03-819-001	1994
524	5555 Painted Mirage Rd.	125-34-212-003	NA
525	6001 Pebble Grey Ln.	125-27-217-039	1999
526	6005 Pebble Grey Ln.	125-27-217-038	1999
527	6009 Pebble Grey Ln.	125-27-217-037	1999
528	6013 Pebble Grey Ln.	125-27-217-036	1999
529	6017 Pebble Grey Ln.	125-27-217-035	1999
530	6021 Pebble Grey Ln.	125-27-217-034	1999
531	4901 Portraits Pl.	125-34-812-008	1989
532	1101 Rainbow Blvd., N.	138-27-601-003	1998
533	1101 Rainbow Blvd., North	138-27-601-004	1996
534	1201 Rainbow Blvd., North	138-27-601-002	1996

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#	Property Address (alphabetical)	APNs	Built
535	1301 Rainbow Blvd., North	138-27-502-003	1996
536	6925 Rancho Santa Fe Dr.	125-34-612-039	1994
537	6991 Red Coach Ave., W.	138-03-602-001	1988
538	6971 Red Coach Ave., W.	138-03-602-002	1990
539	3660 Renovah St.	138-10-615-035	1995-97
540	3660 Renovah St.	138-10-615-036	1995-97
541	3660 Renovah St.	138-10-615-037	1995-97
542	3660 Renovah St.	138-10-615-038	1995-97
543	3660 Renovah St.	138-10-615-039	1995-97
544	3660 Renovah St.	138-10-615-040	1995-97
545	3660 Renovah St.	138-10-615-041	1995-97
546	3660 Renovah St.	138-10-615-042	1995-97
547	3660 Renovah St.	138-10-615-043	1995-97
548	3660 Renovah St.	138-10-615-044	1995-97
549	3661 Renovah St.	138-10-615-025	1995-97
550	3661 Renovah St.	138-10-615-026	1995-97
551	3661 Renovah St.	138-10-615-027	1995-97
552	3661 Renovah St.	138-10-615-028	1995-97
553	3661 Renovah St.	138-10-615-029	1995-97
554	3661 Renovah St.	138-10-615-030	1995-97
555	3661 Renovah St.	138-10-615-031	1995-97
556	3661 Renovah St.	138-10-615-032	1995-97
557	3661 Renovah St.	138-10-615-033	1995-97
558	3661 Renovah St.	138-10-615-034	1995-97
559	3676 Renovah St.	138-10-615-055	1995-97
560	3676 Renovah St.	138-10-615-056	1995-97
561	3676 Renovah St.	138-10-615-057	1995-97
562	3676 Renovah St.	138-10-615-058	1995-97
563	3676 Renovah St.	138-10-615-059	1995-97
564	3676 Renovah St.	138-10-615-060	1995-97
565	3676 Renovah St.	138-10-615-061	1995-97
566	3676 Renovah St.	138-10-615-062	1995-97
567	3676 Renovah St.	138-10-615-063	1995-97
568	3676 Renovah St.	138-10-615-064	1995-97
569	3677 Renovah St.	138-10-615-045	1995-97
570	3677 Renovah St.	138-10-615-046	1995-97
571	3677 Renovah St.	138-10-615-047	1995-97
572	3677 Renovah St.	138-10-615-048	1995-97
573	3677 Renovah St.	138-10-615-049	1995-97

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#	Property Address (alphabetical)	APNs	Built
574	3677 Renovah St.	138-10-615-050	1995-97
575	3677 Renovah St.	138-10-615-051	1995-97
576	3677 Renovah St.	138-10-615-052	1995-97
577	3677 Renovah St.	138-10-615-053	1995-97
578	3677 Renovah St.	138-10-615-054	1995-97
579	7061 Roscoe Ave.	138-10-615-017	1995-97
580	7061 Roscoe Ave.	138-10-615-018	1995-97
581	7061 Roscoe Ave.	138-10-615-019	1995-97
582	7061 Roscoe Ave.	138-10-615-020	1995-97
583	7061 Roscoe Ave.	138-10-615-021	1995-97
584	7061 Roscoe Ave.	138-10-615-022	1995-97
585	7061 Roscoe Ave.	138-10-615-023	1995-97
586	7061 Roscoe Ave.	138-10-615-024	1995-97
587	6900 Round Tree Dr.	138-27-615-045	1980
588	6900 Round Tree Dr.	138-27-615-046	1980
589	6900 Round Tree Dr.	138-27-615-047	1980
590	6900 Round Tree Dr.	138-27-615-048	1980
591	6904 Round Tree Dr.	138-27-615-041	1980
592	6904 Round Tree Dr.	138-27-615-042	1980
593	6904 Round Tree Dr.	138-27-615-043	1980
594	6904 Round Tree Dr.	138-27-615-044	1980
595	6905 Round Tree Dr.	138-27-615-005	1980
596	6905 Round Tree Dr.	138-27-615-006	1980
597	6905 Round Tree Dr.	138-27-615-007	1980
598	6905 Round Tree Dr.	138-27-615-008	1980
599	6908 Round Tree Dr.	138-27-615-037	1980
600	6908 Round Tree Dr.	138-27-615-038	1980
601	6908 Round Tree Dr.	138-27-615-039	1980
602	6908 Round Tree Dr.	138-27-615-040	1980
603	6909 Round Tree Dr.	138-27-615-000	1980
604	6909 Round Tree Dr.	138-27-615-001	1980
605	6909 Round Tree Dr.	138-27-615-002	1980
606	6909 Round Tree Dr.	138-27-615-003	1980
607	6909 Round Tree Dr.	138-27-615-004	1980
608	6913 Round Tree Dr.	138-27-615-033	1980
609	6913 Round Tree Dr.	138-27-615-034	1980
610	6913 Round Tree Dr.	138-27-615-035	1980
611	6913 Round Tree Dr.	138-27-615-036	1980
612	Multiple Shawn Reynolds Ct.	138-10-615-000	1995

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#	Property Address (alphabetical)	APNs	Built
613	3612 Shawn Reynolds Ct.	138-10-615-009	1995-97
614	3612 Shawn Reynolds Ct.	138-10-615-010	1995-97
615	3612 Shawn Reynolds Ct.	138-10-615-011	1995-97
616	3612 Shawn Reynolds Ct.	138-10-615-012	1995-97
617	3612 Shawn Reynolds Ct.	138-10-615-013	1995-97
618	3612 Shawn Reynolds Ct.	138-10-615-014	1995-97
619	3612 Shawn Reynolds Ct.	138-10-615-015	1995-97
620	3612 Shawn Reynolds Ct.	138-10-615-016	1995-97
621	3613 Shawn Reynolds Ct.	138-10-615-001	1995-97
622	3613 Shawn Reynolds Ct.	138-10-615-002	1995-97
623	3613 Shawn Reynolds Ct.	138-10-615-003	1995-97
624	3613 Shawn Reynolds Ct.	138-10-615-004	1995-97
625	3613 Shawn Reynolds Ct.	138-10-615-005	1995-97
626	3613 Shawn Reynolds Ct.	138-10-615-006	1995-97
627	3613 Shawn Reynolds Ct.	138-10-615-007	1995-97
628	3613 Shawn Reynolds Ct.	138-10-615-008	1995-97
629	5435 Shay Mountain Pl.	125-34-117-025	2002
630	5435 Shay Mountain Pl.	125-34-117-026	2002
631	5435 Shay Mountain Pl.	125-34-117-027	2002
632	5445 Shay Mountain Pl.	125-34-117-028	2002
633	5445 Shay Mountain Pl.	125-34-117-029	2002
634	5445 Shay Mountain Pl.	125-34-117-030	2002
635	5445 Shay Mountain Pl.	125-34-117-031	2002
636	5445 Shay Mountain Pl.	125-34-117-032	2002
637	5450 Shay Mountain Pl.	125-34-117-049	2002
638	5450 Shay Mountain Pl.	125-34-117-050	2002
639	5450 Shay Mountain Pl.	125-34-117-051	2002
640	5450 Shay Mountain Pl.	125-34-117-052	2002
641	5450 Shay Mountain Pl.	125-34-117-053	2002
642	5450 Shay Mountain Pl.	125-34-117-054	2002
643	5455 Shay Mountain Pl.	125-34-117-033	2002
644	5455 Shay Mountain Pl.	125-34-117-034	2002
645	5455 Shay Mountain Pl.	125-34-117-035	2002
646	5455 Shay Mountain Pl.	125-34-117-036	2002
647	5455 Shay Mountain Pl.	125-34-117-037	2002
648	5455 Shay Mountain Pl.	125-34-117-038	2002
649	5455 Shay Mountain Pl.	125-34-117-039	2002
650	5460 Shay Mountain Pl.	125-34-117-046	2002
651	5460 Shay Mountain Pl.	125-34-117-047	2002

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#	Property Address (alphabetical)	APNs	Built
652	5460 Shay Mountain Pl.	125-34-117-048	2002
653	5465 Shay Mountain Pl.	125-34-117-040	2002
654	5465 Shay Mountain Pl.	125-34-117-041	2002
655	5465 Shay Mountain Pl.	125-34-117-042	2002
656	5465 Shay Mountain Pl.	125-34-117-043	2002
657	5465 Shay Mountain Pl.	125-34-117-044	2002
658	5465 Shay Mountain Pl.	125-34-117-045	2002
659	7265 Sheared Cliff Ln.	125-34-117-079	2002
660	7265 Sheared Cliff Ln.	125-34-117-080	2002
661	7265 Sheared Cliff Ln.	125-34-117-081	2002
662	7265 Sheared Cliff Ln.	125-34-117-082	2002
663	7265 Sheared Cliff Ln.	125-34-117-083	2002
664	7265 Sheared Cliff Ln.	125-34-117-084	2002
665	7270 Sheared Cliff Ln.	125-34-117-145	2002
666	7270 Sheared Cliff Ln.	125-34-117-146	2002
667	7270 Sheared Cliff Ln.	125-34-117-147	2002
668	7270 Sheared Cliff Ln.	125-34-117-148	2002
669	7270 Sheared Cliff Ln.	125-34-117-149	2002
670	7270 Sheared Cliff Ln.	125-34-117-150	2002
671	7280 Sheared Cliff Ln.	125-34-117-139	2002
672	7280 Sheared Cliff Ln.	125-34-117-140	2002
673	7280 Sheared Cliff Ln.	125-34-117-141	2002
674	7280 Sheared Cliff Ln.	125-34-117-142	2002
675	7280 Sheared Cliff Ln.	125-34-117-143	2002
676	7280 Sheared Cliff Ln.	125-34-117-144	2002
677	7285 Sheared Cliff Ln.	125-34-117-103	2002
678	7285 Sheared Cliff Ln.	125-34-117-104	2002
679	7285 Sheared Cliff Ln.	125-34-117-105	2002
680	7285 Sheared Cliff Ln.	125-34-117-106	2002
681	7285 Sheared Cliff Ln.	125-34-117-107	2002
682	7285 Sheared Cliff Ln.	125-34-117-108	2002
683	7290 Sheared Cliff Ln.	125-34-117-133	2002
684	7290 Sheared Cliff Ln.	125-34-117-134	2002
685	7290 Sheared Cliff Ln.	125-34-117-135	2002
686	7290 Sheared Cliff Ln.	125-34-117-136	2002
687	7290 Sheared Cliff Ln.	125-34-117-137	2002
688	7290 Sheared Cliff Ln.	125-34-117-138	2002
689	5850 Sky Pointe Dr.	125-27-302-007	1997
690	5900 Sky Pointe Dr.	125-27-302-006	1997

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#	Property Address (alphabetical)	APNs	Built
691	Multiple Squaw Mountain Dr.	125-34-714-000	1996-97
692	6805 Squaw Mountain Dr.	125-34-714-001	1996-97
693	6805 Squaw Mountain Dr.	125-34-714-002	1996-97
694	6805 Squaw Mountain Dr.	125-34-714-003	1996-97
695	6805 Squaw Mountain Dr.	125-34-714-004	1996-97
696	6805 Squaw Mountain Dr.	125-34-714-005	1996-97
697	6805 Squaw Mountain Dr.	125-34-714-006	1996-97
698	6809 Squaw Mountain Dr.	125-34-714-007	1996-97
699	6809 Squaw Mountain Dr.	125-34-714-008	1996-97
700	6809 Squaw Mountain Dr.	125-34-714-009	1996-97
701	6809 Squaw Mountain Dr.	125-34-714-010	1996-97
702	6809 Squaw Mountain Dr.	125-34-714-011	1996-97
703	6809 Squaw Mountain Dr.	125-34-714-012	1996-97
704	6813 Squaw Mountain Dr.	125-34-714-013	1996-97
705	6813 Squaw Mountain Dr.	125-34-714-014	1996-97
706	6813 Squaw Mountain Dr.	125-34-714-015	1996-97
707	6813 Squaw Mountain Dr.	125-34-714-016	1996-97
708	6813 Squaw Mountain Dr.	125-34-714-017	1996-97
709	6813 Squaw Mountain Dr.	125-34-714-018	1996-97
710	6901 Squaw Mountain Dr.	125-34-714-019	1996-97
711	6901 Squaw Mountain Dr.	125-34-714-020	1996-97
712	6901 Squaw Mountain Dr.	125-34-714-021	1996-97
713	6901 Squaw Mountain Dr.	125-34-714-022	1996-97
714	6901 Squaw Mountain Dr.	125-34-714-023	1996-97
715	6901 Squaw Mountain Dr.	125-34-714-024	1996-97
716	6905 Squaw Mountain Dr.	125-34-714-025	1996-97
717	6905 Squaw Mountain Dr.	125-34-714-026	1996-97
718	6905 Squaw Mountain Dr.	125-34-714-027	1996-97
719	6905 Squaw Mountain Dr.	125-34-714-028	1996-97
720	6905 Squaw Mountain Dr.	125-34-714-029	1996-97
721	6905 Squaw Mountain Dr.	125-34-714-030	1996-97
722	6909 Squaw Mountain Dr.	125-34-714-031	1996-97
723	6909 Squaw Mountain Dr.	125-34-714-032	1996-97
724	6909 Squaw Mountain Dr.	125-34-714-033	1996-97
725	6909 Squaw Mountain Dr.	125-34-714-034	1996-97
726	6909 Squaw Mountain Dr.	125-34-714-035	1996-97
727	6909 Squaw Mountain Dr.	125-34-714-036	1996-97
728	6912 Squaw Mountain Dr.	125-34-714-043	1996-97
729	6912 Squaw Mountain Dr.	125-34-714-044	1996-97

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#	Property Address (alphabetical)	APNs	Built
730	6912 Squaw Mountain Dr.	125-34-714-045	1996-97
731	6912 Squaw Mountain Dr.	125-34-714-046	1996-97
732	6912 Squaw Mountain Dr.	125-34-714-047	1996-97
733	6912 Squaw Mountain Dr.	125-34-714-048	1996-97
734	6913 Squaw Mountain Dr.	125-34-714-037	1996-97
735	6913 Squaw Mountain Dr.	125-34-714-038	1996-97
736	6913 Squaw Mountain Dr.	125-34-714-039	1996-97
737	6913 Squaw Mountain Dr.	125-34-714-040	1996-97
738	6913 Squaw Mountain Dr.	125-34-714-041	1996-97
739	6913 Squaw Mountain Dr.	125-34-714-042	1996-97
740	5201 Standing Rock Pl.	125-34-612-038	1994
741	5205 Standing Rock Pl.	125-34-612-037	1994
742	5209 Standing Rock Pl.	125-34-612-036	1994
743	5213 Standing Rock Pl.	125-34-612-035	1994
744	5217 Standing Rock Pl.	125-34-612-034	1994
745	5221 Standing Rock Pl.	125-34-612-033	1994
746	5225 Standing Rock Pl.	125-34-612-032	1994
747	5229 Standing Rock Pl.	125-34-613-027	1994
748	5233 Standing Rock Pl.	125-34-613-026	1995
749	5237 Standing Rock Pl.	125-34-613-025	1995
750	5241 Standing Rock Pl.	125-34-613-024	1995
751	5301 Standing Rock Pl.	125-34-613-023	1995
752	5305 Standing Rock Pl.	125-34-613-022	1995
753	5309 Standing Rock Pl.	125-34-613-021	1995
754	5313 Standing Rock Pl.	125-34-613-020	1995
755	5317 Standing Rock Pl.	125-34-613-019	1995
756	5321 Standing Rock Pl.	125-34-613-018	1995
757	5325 Standing Rock Pl.	125-34-613-017	1995
758	1332 Sunblossom St.	138-27-517-006	1990
759	7041 Sunhampton Ave.	138-10-615-065	1995-97
760	7041 Sunhampton Ave.	138-10-615-066	1995-97
761	7041 Sunhampton Ave.	138-10-615-067	1995-97
762	7041 Sunhampton Ave.	138-10-615-068	1995-97
763	7041 Sunhampton Ave.	138-10-615-069	1995-97
764	7041 Sunhampton Ave.	138-10-615-070	1995-97
765	7041 Sunhampton Ave.	138-10-615-071	1995-97
766	7041 Sunhampton Ave.	138-10-615-072	1995-97
767	7041 Sunhampton Ave.	138-10-615-073	1995-97
768	7041 Sunhampton Ave.	138-10-615-074	1995-97

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#	Property Address (alphabetical)	APNs	Built
769	7041 Sunhampton Ave.	138-10-615-075	1995-97
770	7041 Sunhampton Ave.	138-10-615-076	1995-97
771	7041 Sunhampton Ave.	138-10-615-077	1995-97
772	7041 Sunhampton Ave.	138-10-615-078	1995-97
773	3214 Tenaya Way, North	138-10-815-002	1992
774	3300 Tenaya Way, North	138-10-802-004	1988
775	7552 Violet Vista Ave.	125-27-216-011	1996-99
776	7552 Violet Vista Ave.	125-27-216-012	1996-99
777	7554 Violet Vista Ave.	125-27-216-013	1996-99
778	7554 Violet Vista Ave.	125-27-216-014	1996-99
779	7556 Violet Vista Ave.	125-27-216-015	1996-99
780	7556 Violet Vista Ave.	125-27-216-016	1996-99
781	7558 Violet Vista Ave.	125-27-216-017	1996-99
782	7558 Violet Vista Ave.	125-27-216-018	1996-99
783	7560 Violet Vista Ave.	125-27-216-019	1996-99
784	7560 Violet Vista Ave.	125-27-216-020	1996-99
785	7561 Violet Vista Ave.	125-27-216-051	1996-99
786	7561 Violet Vista Ave.	125-27-216-052	1996-99
787	7562 Violet Vista Ave.	125-27-216-021	1996-99
788	7562 Violet Vista Ave.	125-27-216-022	1996-99
789	7563 Violet Vista Ave.	125-27-216-049	1996-99
790	7563 Violet Vista Ave.	125-27-216-050	1996-99
791	7564 Violet Vista Ave.	125-27-216-023	1996-99
792	7564 Violet Vista Ave.	125-27-216-024	1996-99
793	7566 Violet Vista Ave.	125-27-216-025	1996-99
794	7566 Violet Vista Ave.	125-27-216-026	1996-99
795	7567 Violet Vista Ave.	125-27-216-045	1996-99
796	7567 Violet Vista Ave.	125-27-216-046	1996-99
797	7568 Violet Vista Ave.	125-27-216-047	1996-99
798	7568 Violet Vista Ave.	125-27-216-048	1996-99
799	900 Willow Tree Dr.	138-27-615-009	1980
800	900 Willow Tree Dr.	138-27-615-010	1980
801	900 Willow Tree Dr.	138-27-615-011	1980
802	900 Willow Tree Dr.	138-27-615-012	1980
803	901 Willow Tree Dr.	138-27-615-013	1980
804	901 Willow Tree Dr.	138-27-615-014	1980
805	901 Willow Tree Dr.	138-27-615-015	1980
806	901 Willow Tree Dr.	138-27-615-016	1980
807	905 Willow Tree Dr.	138-27-615-017	1980

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#	Property Address (alphabetical)	APNs	Built
808	905 Willow Tree Dr.	138-27-615-018	1980
809	905 Willow Tree Dr.	138-27-615-019	1980
810	905 Willow Tree Dr.	138-27-615-020	1980
811	905 Willow Tree Dr.	138-27-615-021	1980
812	909 Willow Tree Dr.	138-27-615-022	1980
813	909 Willow Tree Dr.	138-27-615-023	1980
814	909 Willow Tree Dr.	138-27-615-024	1980
815	910 Willow Tree Dr.	138-27-615-029	1980
816	910 Willow Tree Dr.	138-27-615-030	1980
817	910 Willow Tree Dr.	138-27-615-031	1980
818	910 Willow Tree Dr.	138-27-615-032	1980
819	913 Willow Tree Dr.	138-27-615-025	1980
820	913 Willow Tree Dr.	138-27-615-026	1980
821	913 Willow Tree Dr.	138-27-615-027	1980
822	913 Willow Tree Dr.	138-27-615-028	1980
823	917 Willow Tree Dr.	138-27-615-049	1980
824	917 Willow Tree Dr.	138-27-615-050	1980
825	917 Willow Tree Dr.	138-27-615-051	1980
826	917 Willow Tree Dr.	138-27-615-052	1980
827	921 Willow Tree Dr.	138-27-615-053	1980
828	921 Willow Tree Dr.	138-27-615-054	1980
829	921 Willow Tree Dr.	138-27-615-055	1980
830	921 Willow Tree Dr.	138-27-615-056	1980
831	925 Willow Tree Dr.	138-27-612-001	1980
832	925 Willow Tree Dr.	138-27-612-002	1980
833	925 Willow Tree Dr.	138-27-612-003	1980
834	925 Willow Tree Dr.	138-27-612-004	1980
835	926 Willow Tree Dr.	138-27-612-005	1980
836	929 Willow Tree Dr.	138-27-612-006	1980
837	929 Willow Tree Dr.	138-27-612-007	1980
838	929 Willow Tree Dr.	138-27-612-008	1980
839	1000 Willow Tree Dr.	138-27-615-057	1980
840	1000 Willow Tree Dr.	138-27-615-058	1980
841	1000 Willow Tree Dr.	138-27-615-059	1980
842	1000 Willow Tree Dr.	138-27-615-060	1980
843	1001 Willow Tree Dr.	138-27-612-021	1980
844	1001 Willow Tree Dr.	138-27-612-022	1980
845	1001 Willow Tree Dr.	138-27-612-023	1980
846	1001 Willow Tree Dr.	138-27-612-024	1980

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#	Property Address (alphabetical)	APNs	Built
847	1004 Willow Tree Dr.	138-27-615-061	1980
848	1004 Willow Tree Dr.	138-27-615-062	1980
849	1004 Willow Tree Dr.	138-27-615-063	1980
850	1004 Willow Tree Dr.	138-27-615-064	1980
851	1005 Willow Tree Dr.	138-27-612-025	1980
852	1005 Willow Tree Dr.	138-27-612-026	1980
853	1005 Willow Tree Dr.	138-27-612-027	1980
854	1005 Willow Tree Dr.	138-27-612-028	1980
855	1008 Willow Tree Dr.	138-27-615-065	1980
856	1008 Willow Tree Dr.	138-27-615-066	1980
857	1008 Willow Tree Dr.	138-27-615-067	1980
858	1008 Willow Tree Dr.	138-27-615-068	1980
859	1009 Willow Tree Dr.	138-27-612-029	1980
860	1009 Willow Tree Dr.	138-27-612-030	1980
861	1009 Willow Tree Dr.	138-27-612-031	1980
862	1009 Willow Tree Dr.	138-27-612-032	1980
863	1012 Willow Tree Dr.	138-27-612-009	1980
864	1012 Willow Tree Dr.	138-27-612-010	1980
865	1012 Willow Tree Dr.	138-27-612-011	1980
866	1012 Willow Tree Dr.	138-27-612-012	1980
867	1013 Willow Tree Dr.	138-27-612-033	1980
868	1013 Willow Tree Dr.	138-27-612-034	1980
869	1013 Willow Tree Dr.	138-27-612-035	1980
870	1013 Willow Tree Dr.	138-27-612-036	1980
871	1016 Willow Tree Dr.	138-27-612-013	1980
872	1016 Willow Tree Dr.	138-27-612-014	1980
873	1016 Willow Tree Dr.	138-27-612-015	1980
874	1016 Willow Tree Dr.	138-27-612-016	1980
875	1017 Willow Tree Dr.	138-27-612-057	1980
876	1017 Willow Tree Dr.	138-27-612-058	1980
877	1017 Willow Tree Dr.	138-27-612-059	1980
878	1017 Willow Tree Dr.	138-27-612-060	1980
879	1020 Willow Tree Dr.	138-27-612-017	1980
880	1020 Willow Tree Dr.	138-27-612-018	1980
881	1020 Willow Tree Dr.	138-27-612-019	1980
882	1020 Willow Tree Dr.	138-27-612-020	1980
883	1021 Willow Tree Dr.	138-27-612-061	1980
884	1021 Willow Tree Dr.	138-27-612-062	1980
885	1021 Willow Tree Dr.	138-27-612-063	1980

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#	Property Address (alphabetical)	APNs	Built
886	1021 Willow Tree Dr.	138-27-612-064	1980
887	1024 Willow Tree Dr.	138-27-612-041	1980
888	1024 Willow Tree Dr.	138-27-612-042	1980
889	1024 Willow Tree Dr.	138-27-612-043	1980
890	1024 Willow Tree Dr.	138-27-612-044	1980
891	1025 Willow Tree Dr.	138-27-612-065	1980
892	1025 Willow Tree Dr.	138-27-612-066	1980
893	1025 Willow Tree Dr.	138-27-612-067	1980
894	1025 Willow Tree Dr.	138-27-612-068	1980
895	1028 Willow Tree Dr.	138-27-612-037	1980
896	1028 Willow Tree Dr.	138-27-612-038	1980
897	1028 Willow Tree Dr.	138-27-612-039	1980
898	1028 Willow Tree Dr.	138-27-612-040	1980
899	1029 Willow Tree Dr.	138-27-612-069	1980
900	1029 Willow Tree Dr.	138-27-612-070	1980
901	1029 Willow Tree Dr.	138-27-612-071	1980
902	1029 Willow Tree Dr.	138-27-612-072	1980
903	1032 Willow Tree Dr.	138-27-612-053	1980
904	1032 Willow Tree Dr.	138-27-612-054	1980
905	1032 Willow Tree Dr.	138-27-612-055	1980
906	1032 Willow Tree Dr.	138-27-612-056	1980
907	1036 Willow Tree Dr.	138-27-612-049	1980
908	1036 Willow Tree Dr.	138-27-612-050	1980
909	1036 Willow Tree Dr.	138-27-612-051	1980
910	1036 Willow Tree Dr.	138-27-612-052	1980
911	1040 Willow Tree Dr.	138-27-612-045	1980
912	1040 Willow Tree Dr.	138-27-612-046	1980
913	1040 Willow Tree Dr.	138-27-612-047	1980
914	1040 Willow Tree Dr.	138-27-612-048	1980
915	1100 Willow Tree Dr.	138-27-612-073	1980
916	1100 Willow Tree Dr.	138-27-612-074	1980
917	1100 Willow Tree Dr.	138-27-612-075	1980
918	1100 Willow Tree Dr.	138-27-612-076	1980
919	1101 Willow Tree Dr.	138-27-612-081	1980
920	1101 Willow Tree Dr.	138-27-612-082	1980
921	1101 Willow Tree Dr.	138-27-612-083	1980
922	1101 Willow Tree Dr.	138-27-612-084	1980
923	1104 Willow Tree Dr.	138-27-612-077	1980
924	1104 Willow Tree Dr.	138-27-612-078	1980

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#	Property Address (alphabetical)	APNs	Built
925	1104 Willow Tree Dr.	138-27-612-079	1980
926	1104 Willow Tree Dr.	138-27-612-080	1980
927	1105 Willow Tree Dr.	138-27-612-085	1980
928	1105 Willow Tree Dr.	138-27-612-086	1980
929	1105 Willow Tree Dr.	138-27-612-087	1980
930	1105 Willow Tree Dr.	138-27-612-088	1980
931	1109 Willow Tree Dr.	138-27-612-089	1980
932	1109 Willow Tree Dr.	138-27-612-090	1980
933	1109 Willow Tree Dr.	138-27-612-091	1980
934	1109 Willow Tree Dr.	138-27-612-092	1980
935	1112 Willow Tree Dr.	138-27-612-113	1980
936	1112 Willow Tree Dr.	138-27-612-114	1980
937	1112 Willow Tree Dr.	138-27-612-115	1980
938	1112 Willow Tree Dr.	138-27-612-116	1980
939	1113 Willow Tree Dr.	138-27-612-093	1980
940	1113 Willow Tree Dr.	138-27-612-094	1980
941	1113 Willow Tree Dr.	138-27-612-095	1980
942	1113 Willow Tree Dr.	138-27-612-096	1980
943	1116 Willow Tree Dr.	138-27-612-109	1980
944	1116 Willow Tree Dr.	138-27-612-110	1980
945	1116 Willow Tree Dr.	138-27-612-111	1980
946	1116 Willow Tree Dr.	138-27-612-112	1980
947	1117 Willow Tree Dr.	138-27-612-101	1980
948	1117 Willow Tree Dr.	138-27-612-102	1980
949	1117 Willow Tree Dr.	138-27-612-103	1980
950	1117 Willow Tree Dr.	138-27-612-104	1980
951	1120 Willow Tree Dr.	138-27-612-105	1980
952	1120 Willow Tree Dr.	138-27-612-106	1980
953	1120 Willow Tree Dr.	138-27-612-107	1980
954	1120 Willow Tree Dr.	138-27-612-108	1980
955	1121 Willow Tree Dr.	138-27-612-097	1980
956	1121 Willow Tree Dr.	138-27-612-098	1980
957	1121 Willow Tree Dr.	138-27-612-099	1980
958	1121 Willow Tree Dr.	138-27-612-100	1980
959	1124 Willow Tree Dr.	138-27-612-117	1980
960	1124 Willow Tree Dr.	138-27-612-118	1980
961	1124 Willow Tree Dr.	138-27-612-119	1980
962	1124 Willow Tree Dr.	138-27-612-120	1980
963	1125 Willow Tree Dr.	138-27-612-137	1980

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#	Property Address (alphabetical)	APNs	Built
964	1125 Willow Tree Dr.	138-27-612-138	1980
965	1125 Willow Tree Dr.	138-27-612-139	1980
966	1125 Willow Tree Dr.	138-27-612-140	1980
967	1128 Willow Tree Dr.	138-27-612-121	1980
968	1128 Willow Tree Dr.	138-27-612-122	1980
969	1128 Willow Tree Dr.	138-27-612-123	1980
970	1128 Willow Tree Dr.	138-27-612-124	1980
971	1129 Willow Tree Dr.	138-27-612-133	1980
972	1129 Willow Tree Dr.	138-27-612-134	1980
973	1129 Willow Tree Dr.	138-27-612-135	1980
974	1129 Willow Tree Dr.	138-27-612-136	1980
975	1132 Willow Tree Dr.	138-27-612-125	1980
976	1132 Willow Tree Dr.	138-27-612-126	1980
977	1132 Willow Tree Dr.	138-27-612-127	1980
978	1132 Willow Tree Dr.	138-27-612-128	1980
979	1133 Willow Tree Dr.	138-27-612-129	1980
980	1133 Willow Tree Dr.	138-27-612-130	1980
981	1133 Willow Tree Dr.	138-27-612-131	1980
982	1133 Willow Tree Dr.	138-27-612-132	1980
983	No # listed Willow Tree Dr.	138-27-612-000	1980
984	3300 Winterhaven St.	138-10-803-011	2001
985	3416 Winterhaven St.	138-10-723-013	1995
986	3416 Winterhaven St.	138-10-723-014	1995
987	3416 Winterhaven St.	138-10-723-015	1995
988	3416 Winterhaven St.	138-10-723-016	1995
989	3420 Winterhaven St.	138-10-723-009	1995
990	3420 Winterhaven St.	138-10-723-010	1995
991	3420 Winterhaven St.	138-10-723-011	1995
992	3420 Winterhaven St.	138-10-723-012	1995
993	3424 Winterhaven St.	138-10-723-005	1995
994	3424 Winterhaven St.	138-10-723-006	1995
995	3424 Winterhaven St.	138-10-723-007	1995
996	3424 Winterhaven St.	138-10-723-008	1995
997	3428 Winterhaven St.	138-10-723-001	1995
998	3428 Winterhaven St.	138-10-723-002	1995
999	3428 Winterhaven St.	138-10-723-003	1995
1000	3428 Winterhaven St.	138-10-723-004	1995
1001	3440 Winterhaven St.	138-10-721-009	1995
1002	3440 Winterhaven St.	138-10-721-010	1995

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#	Property Address	APN	Built
1003	3440 Winterhaven St.	138-10-721-011	1995
1004	3440 Winterhaven St.	138-10-721-012	1995
1005	3440 Winterhaven St.	138-10-721-013	1995
1006	3440 Winterhaven St.	138-10-721-014	1995
1007	3440 Winterhaven St.	138-10-721-015	1995
1008	3440 Winterhaven St.	138-10-721-016	1995
1009	3500 Winterhaven St.	138-10-721-001	1995
1010	3500 Winterhaven St.	138-10-721-002	1995
1011	3500 Winterhaven St.	138-10-721-003	1995
1012	3500 Winterhaven St.	138-10-721-004	1995
1013	3500 Winterhaven St.	138-10-721-005	1995
1014	3500 Winterhaven St.	138-10-721-006	1995
1015	3500 Winterhaven St.	138-10-721-007	1995
1016	3500 Winterhaven St.	138-10-721-008	1995
1017	3508 Winterhaven St.	138-10-718-009	1995
1018	3508 Winterhaven St.	138-10-718-010	1995
1019	3508 Winterhaven St.	138-10-718-011	1995
1020	3508 Winterhaven St.	138-10-718-012	1995
1021	3508 Winterhaven St.	138-10-718-013	1995
1022	3508 Winterhaven St.	138-10-718-014	1995
1023	3508 Winterhaven St.	138-10-718-015	1995
1024	3508 Winterhaven St.	138-10-718-016	1995
1025	3512 Winterhaven St.	138-10-718-001	1995
1026	3512 Winterhaven St.	138-10-718-002	1995
1027	3512 Winterhaven St.	138-10-718-003	1995
1028	3512 Winterhaven St.	138-10-718-004	1995
1029	3512 Winterhaven St.	138-10-718-005	1995
1030	3512 Winterhaven St.	138-10-718-006	1995
1031	3512 Winterhaven St.	138-10-718-007	1995
1032	3512 Winterhaven St.	138-10-718-008	1995
1033	No # listed Winterhaven St.	138-10-723-000	1995
1034	No # listed Winterhaven St.	138-10-721-000	1995
1035	No # listed Winterhaven St.	138-10-718-000	1995

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Based on the project information on page 3, 5, and figures A thru H of the aforementioned report, the SHPO concurs with FHWA's determination of 'No Historic Properties Affected' for the subject undertaking.

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.

Sincerely,



Alice M. Baldrice, Deputy
State Historic preservation Officer

cc: C. Creger, NDOT

