

**US-95
FINAL ENVIRONMENTAL
IMPACT STATEMENT/
FINAL SECTION 4(f) EVALUATION**

Las Vegas, Nevada

Volume III

APPENDICES D, E, F, G and H



**Nevada
Department of Transportation
Division of Environmental Services**

and



Federal Highway Administration

and

**Federal Transit Administration
Cooperating Agency**

November 1999

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APPENDIX D

**AGENCY COMMENTS
ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
AND RESPONSES**

APPENDIX D.1

AGENCY COMMENTS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

JUL 8 1999

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

Dear Mr. James:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the project entitled **US- 95, Las Vegas, Nevada**. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The Nevada Department of Transportation (NDOT) and Federal Highway Administration (FHWA) propose implementation of roadway, safety and transit improvements along US 95, Summerlin Parkway and the local and arterial road network in the Northwest Region of Las Vegas. The Northwest Region is comprised of the portion of the Las Vegas Valley north of Desert Inn Road and west of I-15 and Martin Luther King Boulevard. It is one of the fastest growing regions in Las Vegas Valley. The proposed project improvements include: widening of US 95 and Summerlin Parkway, new arterial street connections, arterial street improvements, enhanced bus service, park-and-ride lots, a freeway management system on US 95, and an expanded rideshare program. According to FHWA and NDOT, these improvements are intended to improve transportation by increasing regional roadway capacity, improving regional level of service, improving safety and operational efficiency and increasing mobility options available to the travelling public. The intent of the improvements is to meet short, intermediate, and long-term transportation demands of the Northwest Region of Las Vegas up to the year 2020.

The No Action alternative and two alternative alignments for US 95 widening are presented. The northern alignment, Alternative A, would avoid significant adverse impacts to the Las Vegas Valley Water District North Well Field and its' Las Vegas Springs National Register Archaeological Site. This alternative also has the potential to displace 51 businesses and 396 residences. The southern alignment, Alternative B, would avoid 62 residences by displacing 14 acres of the Las Vegas Springs National

Register Archaeological Site. Both Alternative A and B would directly impact community facilities, including schools and parks (4(f) facilities). The enhanced bus service and transportation demand management (TDM) measures are common to both action alternatives. Alternative A is FHWA's preferred alternative.

The Northwest Region of Las Vegas is located in an area classified as serious nonattainment for carbon monoxide (CO) and particulate matter (PM10)(pg. V-155). Mobile sources and associated road construction are major sources for CO and PM10 in Las Vegas Valley. We question the conclusion that the proposed project will improve air quality and meet intermediate and long-range transportation needs. In fact, we believe continued reliance on road capacity expansion to ease traffic congestion may hinder attainment of air quality standards. A growing body of evidence suggests that additional highway capacity does not simply relieve congestion at fixed levels of usage, but generates additional travel as well. Thus, long-term relief of congestion and improvement of air quality is not certain.

Furthermore, CO violations are predicted to occur even under the build alternative; the air quality and transportation model assumptions are unclear; the effectiveness of already implemented TDMs is not stated; and growth projections have historically been greatly underestimated. Model results for Vehicle Miles Travelled (VMT) and volume to capacity (v/c) ratios show only minor improvements between the existing and projected future with project conditions (Chapter III). Small changes in model assumptions would easily eliminate the projected air quality benefits. If congestion is not significantly improved by the project, air quality and volatile organic compound (VOC) emissions would be significantly worse than existing conditions due to the greater number of cars on a 10 lane highway versus 6 lane highway. Given the historical underestimation of growth projections, we also believe a regional conformity analysis would not show conformity using current growth projections.

We also object to the potential significant impacts to noise, established core neighborhoods, and community and 4(f) facilities. Noise levels are already very high and will not be improved by the proposed highway expansion (pg. VI-139 to 143). Furthermore, the neighborhoods most adversely affected are old core neighborhoods who would benefit the least from the US 95 widening proposal. We note that widening of US 95 would provide only a minor improvement in the level of service (LOS)(LOS F to LOS D) and congestion.

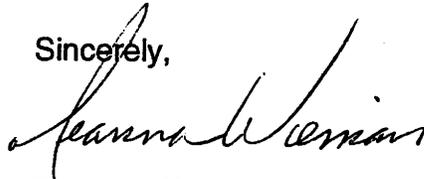
The DEIS states that arterial street improvements, enhanced bus service, TDM measures, and widening of US 95 will be implemented simultaneously in the short-term to meet short-term and long-term demand (pg. IV-49). We object to an immediate implementation of US 95 widening which has significant adverse impacts without major improvements in transportation capacity or congestion, air quality, or noise or without a clear, strong commitment to improved transit options. We propose a *phased* approach with periodic reevaluation of the anticipated benefits of project components. Such an approach may help avoid the untenable choice between displacement of 62 homes (Alternative A) versus elimination of unique historical, archeological, and biological

resources (Alternative B). First, aggressively implement all measures that address short-term demands. After short-term demands are met, project components to meet long-term demands can be reevaluated to determine whether and how well they can address the remaining projected transportation needs. Those components which maximize congestion relief and provide the greatest reduction in Vehicle Miles Travelled (VMT) should be given implementation priority.

EPA strongly advocates implementation of mass transit and transportation demand management (TDM) measures. These measures can be implemented quickly and at minimal cost to the environment. We believe these transportation tools should be aggressively implemented *before* development of costly and potentially harmful highway construction projects. We also urge reconsideration of other mass transit and TDM components (e.g., light rail, high density development, infilling, telecommuting) which can accommodate future transportation demands at minimal cost to the community or environment. As was stated in the Major Investment Study (MIS) conducted for the Resort Corridor, pgs 6-7, "Enhancing the regional transit system external to the Resort Corridor, so that public transit is a viable alternative to the private automobile, is a necessary component to the mobility solutions for the Resort Corridor...An enhanced transit system alone, without incentives to change Single Occupancy Vehicle (SOV) travel behavior, will not attract sufficient person trips to offset the increase in travel demand in the Las Vegas Valley." The local community must also address growth in the region. If growth issues are not resolved, transportation needs of the region will not be met.

Because of the objections stated above, we have classified this DEIS as category EO-2, Environmental Objections - Insufficient Information (see attached "Summary of the EPA Rating System"). We believe significant adverse impacts on the environment and community could be avoided by implementing a phased approach or other feasible alternatives. In addition, proceeding with the proposed action could set a precedent for future road widening actions that collectively would result in significant air quality, noise, and community impacts without adequately addressing intermediate or long-term transportation needs. We appreciate the opportunity to review this DEIS. Please send two copies of the Final EIS to this office at the same time it is officially filed with our Washington, D.C. office. We are available to meet with you to discuss our comments. If you have questions or wish to meet with us, please call me at (415) 744-1566, or call Ms. Laura Fujii, of my staff, at (415) 744-1601.

Sincerely,



Deanna Wieman
Deputy Director
Cross Media Division

Enclosure: (5 pages)
Filename: us95dei.wpd
MI002852

cc: Mr. John T. Price, FHWA
Louis Berger & Associates, Inc.

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

COMMENTS

Air Quality

1. EPA questions the basic premise that air quality will be improved by the proposed project. First, it is not clear what assumptions were used in the air quality and transportation models for existing and reasonably foreseeable transportation projects, projected growth, or VMT. For example, there are no assurances that the fixed guideway for the Casino Strip will actually be built. Yet we note that the proposed increase in bus service in the Northwest Region will be supported by Resort Corridor buses displaced by the fixed guideway system (Air Quality Technical Study, pg 1-19). Second, the effectiveness of already implemented TDMs is not stated nor is much data included on how additional TDM measures will be implemented or funded. Thus, credit, such as VMT reductions and improved air quality, for these measures may be very overestimated. Third, the model results for VMT and v/c ratios show only minor improvements from the existing and projected no action conditions. Small changes in model assumptions, such as growth projections, could easily eliminate the projected air quality benefit of the proposed project. Growth projections have historically been significantly below actual growth figures. Finally, if congestion is not significantly improved by the project, carbon monoxide (CO), particulate matter (PM10) and VOC emissions would be worse than existing conditions due to the greater number of cars on a 10 lane highway versus 6 lane highway.
2. Given the historical underestimation of growth projections, we believe a regional conformity analysis would not show conformity using current growth projections. The recent Regional Transportation Plan (RTP) amendment, which added the proposed project to the RTP, did not incorporate the latest growth projections.
3. Northwest Region of Las Vegas is located in an area classified as serious nonattainment for CO and PM10 (pg. V-155). Although the Build Alternative would reduce the number of CO violations, violations would still occur (Air Quality Technical Study, pg. VI-3). A fundamental objective of the project should be reduction of CO violations through reduction of VMTs and increasing the number of passengers per vehicle. We commend the commitment to single High Occupancy Vehicle (HOV) lanes, increased bus service, and park and ride lots. *Nevertheless, we believe more aggressive implementation of TDMs is required to achieve permanent long-term reduction in traffic congestion and improvement in air quality.* We urge aggressive implementation of expanded 24 hour HOV lanes and bus-only lanes, pricing measures (HOT lanes), subsidized or free transit fares, transit combined with local shuttles, additional transit or rail transit, and transit combined with land use measures designed to promote trip reductions, such as density requirements near station locations.
4. PM10 is of significant concern in Las Vegas Valley. The major source category for this pollutant in Las Vegas is construction. Although we recognize the temporary

nature of proposed road construction, we believe all feasible mitigation measures should be implemented to avoid aggravating existing poor PM10 conditions. We note that project implementation will take place over a period of 20 years (pg. IV-49). The FEIS should provide a more detailed list of specific and aggressive mitigation measures with a firm implementation commitment.

5. The FEIS should provide additional CO air quality modelling information regarding the affect of intersection queues and signalling on projected air quality emissions. It is not clear, with the current level of documentation, if signal timing data was incorporated into the modelling to determine the impact of increased queuing at intersections such as Rancho and Smoke Ranch.

Alternatives Analysis

1. The alternative analysis has not persuasively demonstrated that the preferred alternative will fully address the purpose and need of the project. The project purpose and need is to develop a program to meet the short, intermediate, and long term transportation needs of the Northwest Region of the Las Vegas Valley (Chapter III). Major components of the preferred alternative, Alternative A, are expansion of bus service, implementation of Transportation Demand Management (TDM) measures, and widening of US 95 and Summerlin Parkway. While aggressive expansion of bus service and implementation of TDM measures may address short-term needs, it is questionable whether intermediate and long term transportation needs can be fully met given the widespread rapid growth in this region. We note that growth projections for Las Vegas Valley have historically been significantly underestimated.

Growth in the Northwest Region of Las Vegas is clearly one of the underlying causes of existing and future transportation problems. To *fully* address intermediate and long-term transportation needs, the community must address growth in the region. If growth issues are not resolved, transportation needs will not be meet. Many regions in the US are addressing transportation, environmental, and socioeconomic issues by engaging in dialogue about smart growth, appropriate and effective land use planning, quality of life, and livability of their communities. How the Northwest Region of Las Vegas grows will profoundly affect the ability to meet intermediate and long-term transportation needs. Thus, we urge FHWA and NDOT to take this opportunity to facilitate an open dialogue on smart growth, quality of life, and livability issues in the community. For instance, what are the transportation and quality of life tradeoffs between high density development and low density suburbs; public transit and single-occupancy vehicles; and light-rail and new highways?

2. The alternatives analysis does not appear to evaluate the impact of additional trips induced by the additional highway capacity. In addition, it is unclear whether local community master plans assume or call for widening of US 95 and whether these plans were influenced by the anticipated future expansion of this roadway. Growth projections

could therefore be over or underestimated. It seems reasonable that the DEIS could both overestimate travel activity in the no-build scenario and underestimate it in the build scenario. These potential errors in demand calculations could result in a projection for a greater need for the highway expansion, while at the same time projecting fewer impacts than may really occur. We believe that an attempt should be made, even though the available tools are limited, to revise the travel demand estimates in the EIS to reflect the demand and land use factors in the build and no-build scenarios.

A growing body of evidence suggests that additional highway capacity does not simply relieve congestion at fixed levels of usage, but generates additional travel as well. In the 1995 report entitled "Expanding Metropolitan Highways: Implications for Air Quality and Energy Use," the Transportation Research Board concluded that "The evidence from the studies reviewed here supports the view that highway capacity additions can induce new trips, longer trips, and diversions from transit." A November 1998 study by the Surface Transportation Policy Project analyzed 15 years' worth of congestion data compiled by the Texas Transportation Institute, and found that "metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not." The report goes on to say, "Since the 1940's, dozens of traffic studies have found that traffic inducement does indeed occur. . . . The most notable of these covers 30 urban areas in California from 1973 to 1990. The authors, UC Berkeley researchers Mark Hansen and Yuanlin Huang, found that at the metropolitan level, every 1% increase in new lane-miles generated a 0.9% increase in traffic in less than five years, which led them to conclude that 'With so much induced demand, adding road capacity does little to reduce congestion.' "

We recognize that the tools to analyze induced travel are not fully developed at this time. However, if the phenomenon of induced travel is real, as the reports cited above seem to suggest, the serious air quality nonattainment status of Las Vegas seems to warrant at least a preliminary assessment of this phenomenon in the context of this project. For example, perhaps an auto ownership model and a flexible trip generation model could be used to begin to assess the impacts of induced travel in the build alternative. It would also be useful to examine incentives to change SOV travel behavior and attract person trips to alternative modes and to examine if changes in local land use patterns would support additional transit in the Northwest Region. Furthermore, an analysis of peak spreading between the base year and 2020 could be useful to help determine the degree of trip suppression in a no-build alternative.

3. The DEIS does not provide sufficient information on the relative transportation benefits of each project component such as TDM measures or widening US 95. We recommend the Final EIS (FEIS) provide data which describes the percent contribution of each project component towards achieving intermediate and long-term transportation needs. For example, clearly describe the level of congestion relief (e.g., Level-of-Service improvement, v/c ratios) achieved and how long this relief will last by widening US 95. Compare different project components by providing a table showing how much

each component contributes to achieving short, intermediate and long-term transportation needs. For instance, Table IV-3: Alternative Comparison Matrix shows 115 vehicle miles travelled (VMT) reduction for Alternative A and 9 VMT reduction for Alt 1 US 95 widening. It is our understanding that the VMT difference between these two alternatives is due to the capacity provided by enhanced bus service which is part of Alternative A. Thus, a table comparing different project components would show the amount of VMT reduction due to enhanced bus service, US 95 widening, TDM measures, etc.

4. We continue to believe light-rail or other mass transit alternatives are feasible and appropriate. We note that the size of the fixed guiderail alternative evaluated in the Major Investment Study (MIS) was based upon anticipated ridership versus the actual size that is feasible. A larger capacity system is feasible and would meet the criteria for addressing intermediate and long-term capacity needs.

Noise

The DEIS clearly indicates that noise is a significant problem. Existing noise levels are already approaching the FHWA Noise Abatement Criteria of 67dBA. Widening of US 95 and Summerlin Parkway will only exacerbate this existing problem. In fact, all noise sensitive areas along the project alignment will be adversely affected and will approach or exceed the FHWA criteria for noise mitigation. Thus, we strongly urge you to fully commit to abatement of the increased noise to the maximum extent feasible. For example, the maximum sized sound wall necessary to ensure less than the 67dBA noise standard at all noise sensitive areas and receptors should be constructed.

General

1. It is clear that widespread rapid development will continue to increase impervious surfaces throughout the project area. Thus, the proposed project and continued development could pose a significant cumulative impact on flood control efforts. We are aware of the Clark County Regional Flood Control District Master Plan developed to provide adequate flood protection for Las Vegas Valley. We are also aware of citizen concerns that this Master Plan may have underestimated flood risks and undersized proposed facilities or may not have been implemented adequately. The FEIS should provide additional information (e.g., maps, diagrams, data) that demonstrates that cumulative impacts to flood control will not result in adverse impacts to flood protection and the environment.

2. The decision to avoid significant adverse impacts to the Las Vegas Valley Water District North Well Field and its' Las Vegas Springs National Register Archaeological Site is noted. The description of this Site and its natural habitat clearly demonstrate the uniqueness of its historical, archeological, and biological features. As stated, this area

contains unique and rare historical and archeological resources, is the last natural desert riparian area in Las Vegas Valley, and provides critical habitat for the special status desert pocket mouse, Las Vegas bearpoppy, and Merriam bearpoppy (Chapter III & VI).



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-99/442

JUL 8 1999

Mr. John T. Price
Division Administrator
Federal Highway Administration
705 N Plaza Street, Suite 220
Carson City, Nevada 89701-0602

Dear Mr. Price:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement/Section 4(f) Evaluation for US-95, Summerlin Parkway, and the Local and Arterial Road Network in the Northwest Region of Las Vegas, Clark County, Nevada.

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to Section 4(f) resources, providing that they are included in the final plans and implemented at highway expense.

In the meantime, we recommend continued cooperation and coordination with the City of Las Vegas Department of Parks and Leisure Activities and the Clark County Historic District in order to arrive at definitive agreements concerning project impacts and mitigation measures to Torrey Pines Park, City of Las Vegas pedestrian and bikeway, and the Adcock Elementary School. Documented evidence regarding this matter should be included in the Final Section 4(f) Evaluation.

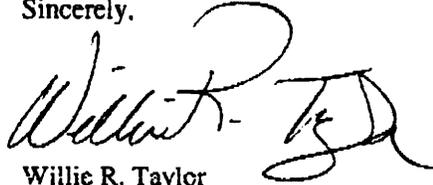
We also recommend continued cooperation and coordination with the State Historic Preservation Officer and Native American Tribes concerning project impacts and mitigation measures to historic and archeological resources, including the Las Vegas Springs National Register Site. Preparation of a Memorandum of Agreement (MOA) may be necessary to document avoidance alternatives and mitigation measures to cultural resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation, if one is prepared.

Post-It Fax Note	7671	Date	7/16/99	# of pages	2
To	ROGER PATTON	From	G. F. H. N. O. W.		
Co./Dept.		Co.			
Phone #		Phone	800 7319		
Fax #	(702) 736-0704	Fax #			

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation, providing that agreements concerning mitigation measures to Section 4(f) resources are included in the Final Section 4(f) Evaluation.

We appreciate the opportunity to provide these comments.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:

Mr. Thomas E. Stephens, P.E., Director
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



ER 99/442

JUL 19 1999

Mr. John T. Price
Division Administrator
Federal Highway Administration
705 N Plaza Street, Suite 220
Carson City, Nevada 89701-0602

59 JUL 23 4 9: 32
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Dear Mr. Price:

This supplements our comments to you of July 8, 1999, on the Draft Environmental Impact Statement/Section 4(f) Evaluation for *US-95, Summerlin Parkway*, and the Local and Arterial Road Network in the Northwest Region of Las Vegas, Clark County, Nevada.

The Department's U.S. Geological Survey offers the following comments and observations concerning this project.

GENERAL COMMENTS:

The text provides good descriptions of geologic conditions, soils, and the resultant mitigation of any effects produced by the project alternatives. However, no references for geologic mapping are included in the discussion except the reference to Bell (1993) and Zikmund (1996) in Figure V-1. In addition, the Draft Environmental Impact Statement (DEIS) lacks a reference section covering all relevant references. References in the text and a complete bibliography of all material used for the DEIS are needed. Attached are references that cover the area that should be considered and cited.

SPECIFIC COMMENTS:

Page V-1, Section 1: Geology, first paragraph:

Neogene is more accurate than Pliocene because faults in the basin are known to be active in Pleistocene and were likely active during late Miocene, in addition to Pliocene, time. The statement, "... lacustrine sedimentary deposits . . ." needs further explanation such as "possible lacustrine and other fine grained deposits associated with past ground-water discharge (Quade and others, 1995)."

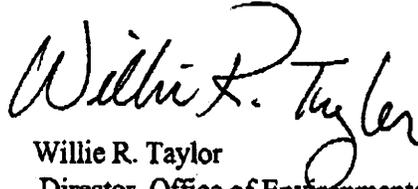
Post-it® Fax Note	7671	Date	7/26	# of pages	3
To	C. BAZOR	From			
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	702 385-6576	Fax #			

Mr. John T. Price

-2-

Thank you for the opportunity to contribute information to this DEIS.

Sincerely,



Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

Attachment: References

✓ cc: Thomas E. Stephens, P.E.
Director, Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

REFERENCES:

- Bell, J.W., Ramelli, A.R., and Caskey, S.J., 1998, Geologic Map of the Tule Springs Park Quadrangle, Clark County, Nevada: Nevada Bureau of Mines and Geology Map 113
- Matti, J.C., and Bachuber, F.W., 1985, Las Vegas NW Quadrangle geologic map: Nevada Bureau of Mines and Geology Urban Map 3Dg, scale 1:24,000
- Matti, J.C., Bachuber, F.W., Morton, D.M., and Bell, J.W., 1987, Las Vegas NW Quadrangle geologic map: Nevada Bureau of Mines and Geology Urban Map 3Dg, scale 1:24,000
- Matti, J.C., Castor, S.B., Bell, J.W., and Rowland, S.M., 1987, Las Vegas NE Quadrangle geologic map: Nevada Bureau of Mines and Geology Urban Map 3Dg, scale 1:24,000
- Quade, J., 1986, Late Quaternary environmental changes in the upper Las Vegas Valley, Nevada: Quaternary Research, v. 26, p. 340-357
- Quade, J., Mifflin, M.D., Pratt, W.L., McCoy, W., and Burckle, L., Fossil Spring Deposits in the southern Great Basin and their implications for changes in water-table levels near Yucca Mountain, Nevada, during Quaternary time: Geological Society of America Bulletin v. 107, p. 213-230

of 5/15



UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington, D.C. 20230

May 14, 1999

Daryl James, Chief
Environmental Services Division
Nevada Dept. of Transportation
1263 South Steward Street
Carson City, Nevada 89712

Dear Mr. James:

Enclosed are comments on the Draft Environmental Impact Statement for US-95 Las Vegas, Nevada. We hope our comments can assist you. Thank you for giving us an opportunity to review this document.

Sincerely,

Susan B. Fruchter

Susan B. Fruchter
Acting NEPA Coordinator

Enclosure



Printed on Recycled Paper



MEMORANDUM FOR: Susan B. Fruchter
Acting NEPA Coordinator

FROM: Charles W. Challstrom
Acting Director, National Geodetic Survey

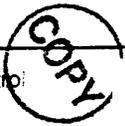
SUBJECT: DEIS-9905-01-US-95 Las Vegas, Nevada

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the NGS home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov>. After entering the NGS home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about these monuments, please contact Rick Yorczyk; SSMC3, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175.



July 8, 1999

Daryl James, Chief
Environmental Services Division
Nevada Department of Transportation
1263 South Steward Street
Carson City, NV 89712

Dear Mr. James:

Thank you for the opportunity to comment on the proposed Draft Environmental Impact Statement (DEIS) for US-95, Las Vegas, Nevada. We are responding on behalf of the U.S. Public Health Service, Department of Health and Human Services. Please remove Mr. Charles Custard's name and address from your mailing list, and send all future NEPA documents for public health review to the address on this letter.

Because of the volume of DEISs available for review each year and our limited resources, a comprehensive review of every document developed under the National Environmental Policy Act (NEPA) is not conducted. However, we screen most of the documents and select for review those which, in our view, pose the most significant potential for impacts upon human health.

With the long standing history of the NEPA process, and the fact that many projects are similar in scope, our experience in reviewing EISs allows us to anticipate areas of potential health concerns typically associated with these projects. Therefore, we are providing a list of topics which may involve potential public health concerns which are of particular interest to us.

We recommend that during the NEPA process the sponsors ensure that the topics below are considered along with other necessary topics/concerns, and be addressed if appropriate for the proposed project. Mitigation measures/plans which are protective of the environment and public health should be described in the EIS wherever warranted for adverse impacts.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

II. Air Quality

- dust control measures during project construction, and potential releases of air toxics
- potential process air emissions after project completion
- compliance with air quality standards

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Radiation

- proper management to avoid exposure which may adversely affect human health during and after construction of project

VII. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VIII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

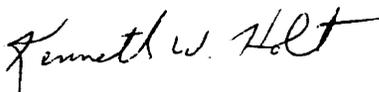
IX. Land Use and Housing

- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

Page 3 - Mr. James

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to various federal projects. Any health related topic which may be associated with this NEPA project should receive consideration when developing draft and final EISs.

Sincerely,

A handwritten signature in cursive script that reads "Kenneth W. Holt". The signature is written in black ink and is positioned above the typed name.

Kenneth W. Holt, MSEH
Emergency and Environmental Health Services Division
Chemical Demilitarization Branch (proposed) (F16)
National Center for Environmental Health

PETER G. MORRIS
Director

STATE OF NEVADA
KENNY C. GUINN
Governor

ALLEN BIAGGI
Administrator



(702) 486-2850

FAX (702) 486-2863

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL PROTECTION

(Las Vegas Office)

555 E. Washington, Suite 4300

Las Vegas, Nevada 89101-1049

June 3, 1999

Mr. Daryl James
Nevada Division of Transportation
1263 S. Steward St.
Carson City, Nevada 89712

RE: US-95 Draft EIS/Section 4(f) Evaluation
SEC Tracking No. 1999-157
Clearinghouse Tracking No. E1999-135

Dear Mr. James:

In response to the May 5, 1999, letter by Louis Berger & Associates, Inc., comments by the Nevada Division of Environmental Protection on the above subject are attached. These are the same comments provided earlier this year on a previous draft of the subject document.

If you have any questions, please do not hesitate to call me at 702/486-2857.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brenda Pohlmann".

Brenda Pohlmann
NDEP Bureau of Corrective Actions

BLP:ar

Attachment

cc watt:

David Copperthwaite, State Environmental Commission, Carson City, NV
Doug Zimmerman, Bureau of Corrective Actions, NDEP, Carson City, NV

\\USERS\ARUSHANA\USSEIS\LTR

PETER C. MORROS
Director

STATE OF NEVADA
BOB MILLER
Governor

L. H. DOUGLAS
Administrator



(702) 486-2850

FAX (702) 486-2850

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL PROTECTION

(Las Vegas Office)

555 E. Washington, Suite 4300

Las Vegas, Nevada 89101-1049

January 21, 1999

Mr. Roger Patton
Louis Berger & Associates, Inc.
1500 E. Tropicana Ave., Suite 215
Las Vegas, Nevada 89119

RE: US-95 Draft EIS/Section 4(f) Evaluation

Dear Mr. Patton:

The Nevada Division of Environmental Protection - Bureau of Corrective Actions (NDEP-BCA) has reviewed the December 1998 DRAFT "US-95 Environmental Impact Statement Section 4(f) Evaluation" Soils/Geology/Water Resources and Hazardous Waste Technical Studies. The following comments focus on known contamination sites which are under the purview of NDEP-BCA. These include leaking underground storage tank facilities and other soil and groundwater contamination sites subject to the corrective action requirements of Nevada Administrative Code chapters 445A and 459, and the federal Resource Conservation and Recovery Act (Public Law 94-580).

Of particular concern to NDEP-BCA are contamination sites listed in the Hazardous Waste Technical Study. The document indicates that some portions of these properties will be acquired by the Nevada Department of Transportation (NDOT). (Nine sites are designated for partial or total acquisition.) As each acquisition occurs, NDOT will become the responsible party (unless indemnified by the prior owner) for corrective action under NDEP purview.

Also, non-acquired sites may be of concern where offsite plumes of contamination are encountered by road and utility workers. During excavation activities in such areas, OSHA guidelines for volatile organic compounds and other substances will be important.

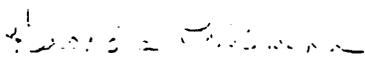
The Soils/Geology/Water Resources Technical Study describes various environmental effects typical of roadway projects, such as surface water and groundwater impacts from stormwater runoff, dewatering activities, and water application for dust control; increased nonpoint source pollution and reduced groundwater recharge due to an increase in paved area; and accidental spills of petroleum products and other substances. The document states that accidental spills will be cleaned up to the maximum extent practicable immediately prior to any discharge of residual material to storm drains, presumably during both construction and operation of the roadways. NDEP notes that the responsible party for such cleanups is not specified, and requests a central point of contact for environmental matters during this US-95 project.

Mr. Roger Patton
RE: US-95 EIS - Comments on 12/98 Draft
January 21, 1999
Page 2 of 2

Regarding the two proposed alternatives for highway widening between Valley View Boulevard and Rancho Drive, from the standpoint of resource conservation NDEP-BCA recommends Alternative "A". (Alternative "B" would "take" three drinking water production wells and the Bonanza Pumping Station, requiring replacement by as many as four new wells, and would make four additional production wells vulnerable to project-related nonpoint source impacts. NDEP notes that alternative "B" would also take 14 acres of the Big Springs Archeological District.)

If you have any questions, please do not hesitate to call me at 702/486-2857.

Sincerely,



Brenda Pohlmann
Bureau of Corrective Actions

BLP:ar

cc: Doug Zimmerman, Bureau of Corrective Actions, NDEP, Carson City, NV

(702) 486-2850



FAX (702) 486-2863

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL PROTECTION

(Las Vegas Office)

555 E. Washington, Suite 4300

Las Vegas, Nevada 89101-1049

June 14, 1999

Mr. Daryi James, Chief
Environmental Services Division
Nevada Department of Transportation
1263 South Steward Street
Carson City, NV 89712

RE: Additional Comments on the US-95 Draft EIS/Draft Section 4(f) Evaluation
SEC Tracking No. 1999-157
Clearinghouse Tracking No. E1999-135

Dear Mr. James:

The Nevada Division of Environmental Protection (NDEP) provided comments to the above-referenced draft Environmental Impact Statement (EIS) in a letter dated June 3, 1999. There is an additional comment that the Division would like to provide as an addendum to this correspondence.

It has come to our attention that the information used to compile *Table V-49: Known Contamination Sites and Their Remediation Status Within 250 Feet of Proposed Right-of-Way* is several years out-of-date and does not reflect the current status of these projects. As an example, the Golden Engines & Cylinder Head property located at 1414 Industrial Road was assessed and closed with no further requirements for further assessment or remediation. Similarly, the Western Linen Service site at 1205 Western Avenue has been closed.

Our files are available to the public and can be accessed by yourselves or your contractor to update your records to reflect a more accurate picture of the current situation on these cases. Please feel free to contact me at 486-2857 if you have any questions concerning this matter.

Sincerely,

A handwritten signature in cursive script that reads "Brenda Pohlmann".

Brenda Pohlmann
Remedial Action Program Supervisor
Las Vegas Bureau of Corrective Actions

Mr. Daryl James

June 14, 1999

Page 2

BLP:blp

cc: David Cowperthwaite, State Environmental Commission, Carson City, NV
Doug Zimmerman, Chief, Bureau of Corrective Actions
Roger Patton, Louis Berger & Associates, Inc., 1500 E. Tropicana Ave., Ste. 215, Las Vegas, NV 89119

rec'd
7/16/99



DEPARTMENT OF ADMINISTRATION

**209 E. Musser Street, Room 200
Carson City, Nevada 89701-4298
Fax (775) 684-0260
(775) 684-0222**

July 1, 1999

Mr. John Whittaker
NDOT
1253 S. Stewart St.
Carson City, NV 89712

Re: SAI NV # E1999-135

Project: DEIS for road improvements on US 95 and other roads in NW LV Valley

Dear Mr. Whittaker:

Enclosed are the comments from the Nevada Office of Historic Preservation, the Natural Heritage Program and the Bureau of Health Planning & Statistics 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 684-0209.

Sincerely,

A handwritten signature in cursive script that reads "Heather K. Elliott".

Heather K. Elliott
Nevada State Clearinghouse/SPOC



KENNY C. GUINN
Governor

STATE OF NEVADA
DEPARTMENT OF MUSEUMS, LIBRARY AND ARTS
STATE HISTORIC PRESERVATION OFFICE
100 N. Stewart Street
Carson City, Nevada 89701-4285

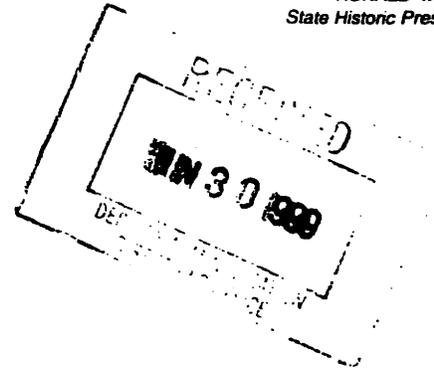
rec'd 7/6/99

DALE A. R. ERQUIAGA
Department Director

RONALD M. JAMES
State Historic Preservation Officer

June 29, 1999

Heather Elliott
Nevada State Clearinghouse
Department of Administration
Budget and Planning Division
209 East Musser Street., Room 200
Carson City, NV 89701-4298



Re: "DEIS for Road Improvements on US 95 and Other Roads in Northwest Las Vegas Valley."

Dear Ms. Elliott:

The Nevada State Historic Preservation Office (NSHPO) received your correspondence concerning the subject undertaking on May 13, 1999. Our office has no additional comments at this time. The Draft Environmental Impact Statement (DEIS) is supported as written.

Please contact Eugene M. Hattori, Archeologist, at 775-684-6362 if you have any questions concerning this correspondence.

Sincerely,

Rebecca R. Ossa
Architectural Historian

(for Eugene M. Hattori)

NEVADA STATE CLEARINGHOUSE

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

RECEIVED MAY 14 1999

RECEIVED
MAY 30 1999

DATE: May 12, 1999

Governor's Office
Agency for Nuclear Projects
Business & Industry
Agriculture
Energy
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
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
Water Planning
Natural Heritage
Wild Horse Commission

Nevada SAI # E1999-135

Project: DEIS for Road Improvements on US 95 and Other Roads in Northwest Las Vegas Valley

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

CLEARINGHOUSE NOTES: NDOT sent copies of this document to: SHPO, NDEP, WILD #3 and NNHP. If you did not get a copy, please call the Clearinghouse.

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 **July 1, 1999**. 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:

We strongly support avoidance of impacts to the Las Vegas Valley Water District's Big Springs area, which a critical area for conservation of the Las Vegas bearpoppy.

James D. Morefield
Signature

s:\shardat\clear\clear.doc

Natural Heritage
Agency

6/28/99
Date

NEVADA STATE CLEARINGHOUSE

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

RECEIVED
MAY 13 1999

PROTECTION SERVICES
Carson City

7/20/99
7/16/99

DATE: May 12, 1999

Governor's Office
Agency for Nuclear Projects
Business & Industry
Agriculture
Energy
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
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
Water Planning
Natural Heritage
Wild Horse Commission

Nevada SAI # E1999-135

Project: DEIS for Road Improvements on US 95 and Other Roads in Northwest Las Vegas Valley

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

CLEARINGHOUSE NOTES: NDOT sent copies of this document to: SHPO, NDEP, WILD #3 and NNHP. If you did not get a copy, please call the Clearinghouse.

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 **July 1, 1999**. 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)

RECEIVED
MAY 27 1999
DEPT. OF ADMINISTRATION
DIRECTOR'S OFFICE

AGENCY COMMENTS:

ANY RELOCATION OF WILDS MUST BE COORDINATED WITH BHPs IN ACCORDANCE WITH EXISTING NEVADA REVISED STATUTES AND NEVADA ADMINISTRATIVE CODE

Chellon M. Lewis
Signature

s:\shardat\clear\clear.doc

BHPs
Agency

5-25-99
Date

CLARK COUNTY A-95 CLEARINGHOUSE COUNCIL

CLARK COUNTY GOVERNMENT CENTER
500 S Grand Central Pky Ste 3012
PO Box 551746
Las Vegas NV 89155-1746 • (702) 455-4181

May 18, 1999

Louis Berger & Associates, Inc.
Attention: Roger J. Patton, P.E.
1500 E. Tropicana Ave., Suite 215
Las Vegas, NV 89119

**US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT SECTION 4(f)
EVALUATION, LAS VEGAS, NEVADA**

Dear Mr. Patton:

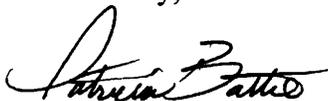
This letter is to inform you that the above titled informational item was received by the Clark County A-95 Clearinghouse on May 12, 1999. This item will be reviewed by the Clark County Clearinghouse Technical Committee at 8:45 a.m., on Thursday May 27, 1999. The review will take place in the Regional Transportation Commission Conference Room, located at 301 E. Clark Avenue, Suite 300, Las Vegas, Nevada.

Final review will be made by the Clark County A-95 Clearinghouse Council members on Thursday, June 10, 1999, at 8:15 a.m., in the Clark County Government Center Commission Chambers, 500 S. Grand Central Parkway, 1st Floor, Las Vegas, Nevada.

The Clark County A-95 Clearinghouse Council generally reviews and comments on the informational items without taking action. Therefore, we ask each Clearinghouse Council member to forward their comments to you directly.

If you have any questions, please contact me at (702) 455-5192

Sincerely,



Patricia Battie
Office Specialist

COUNCIL MEMBERS

Commissioner Myrna Williams, Chair, Clark County • Councilman David Wood, Vice Chairman, City of Henderson
Councilman Larry Brown, City of Las Vegas • Councilman John K. Rhodes, City of North Las Vegas
Councilman Bryan Nix, City of Boulder City • Councilman Crescent Hardy, City of Mesquite
Richard B. Holmes, Technical Committee Chairman



Department of Comprehensive Planning

500 S Grand Central Pky • Ste 3012 • PO Box 551741 • Las Vegas NV 89155-1741
(702) 455-4181 • Fax (702) 385-8940

John L. Schlegel, Director • Phil Rosenquist, Assistant Director • Lesa Coder, Assistant Director

July 7, 1999

Daryl N. James
Nevada Department of Transportation
1263 South Stewart Avenue
Carson City, NV 89712

RE: US 95 Draft Environmental Impact Statement

Dear Mr. James:

Thank you for the opportunity to review and comment on this document. Clark County Comprehensive Planning submits the following comments for the public record and subsequent review by the Nevada Department of Transportation (NDOT) and the Federal Highway Administration. These comments represent reviews by our Advanced Planning and Environmental Planning Divisions.

Trails Input

Page xxiii, Section d., Community Facilities, (1) Impacts, and Page xxiii, (2). Mitigation discussed the elimination of a path and bikeway along O.K. Adcock Elementary School and the Torrey Pines Park. Mitigation "will involve the relocation of the path and bikeway along the southbound lanes of the widened US-95."

In Volume II of the document, the preliminary drawings show a 10-foot bicycle easement that ends at Jones Boulevard. Clark County Comprehensive Planning has taken the lead to continue the development and implementation of a Regional Trails and Bicycle Plan. While we appreciate the relocation of the path and bikeway along US-95 with any reconstruction of the freeway—to truly provide an intermodal facility with an additional commute option, the path or bikeway (approximately five miles long) could be constructed and continuous along the new alignment of US-95 and terminate close to the downtown area of Las Vegas. The pedestrian and bicycle travelers could then access the **CAT** bus system at the Downtown Transportation Center and continue on to the Downtown and Resort Corridor employment centers. The path and bikeway would also be a transportation facility eligible for federal funding.

To that end, we request that NDOT consider one of two options to be included as part of the ultimate facility:

1. The designation of the south-side maintenance easement as a "shared-use facility" to allow for the extension of a continuous path and bikeway from Jones Boulevard to Martin Luther King Boulevard.

2. Including a path and bikeway as a part of the reconstructed US-95 freeway facility from Westcliff Drive to Martin Luther King Boulevard. This would include the portion that would already be rebuilt with the new facility and the extension to Martin Luther King Boulevard.

In option 1, crossing at major intersections will be a hazard. However, the pre-design depicting the reconstruction of US-95 and the major intersections (Decatur, Valley View, Rancho, etc.) show that future traffic signals will be located close enough to US-95 and the maintenance corridor to allow bicycle commuters a fairly smooth transition across the intersections. These conflicting issues could be addressed during the preliminary engineering and design phase, before right-of-way acquisition and the determination of the ultimate facility. In option 2, the crossings at major intersections could be completely eliminated.

Air Quality Input

particulate matter (PM10)

The Draft Environmental Impact Statement (DEIS) for improvements to US-95 correctly notes that Demolition/Construction related activities can result in short-term impacts to ambient air quality for PM10 (particulate matter less than 10 microns in diameter). Las Vegas Valley remains a "serious" non-attainment area for PM10 and the U.S. EPA has determined that this constitutes a significant public health hazard. In the continuing effort to reduce PM10 emissions and improve ambient air quality, we recommend that site specific dust mitigation plans for each construction project be prepared and submitted to the Health District's Air Pollution Control Division for review and approval. Site specific dust mitigation plans are not currently required by the Clark County Health District. Site specific plans, at a minimum, should include the following:

- a) The total area of land surface to be disturbed and the total area of the project site in acres.
- b) The dust generating operation(s) and/or activities to be carried-out at the site as well as the actual and potential sources of fugitive dust emissions on the site.
- c) A site plan showing the location of grading and/or earth moving activities, the location of ingress/egress points, and the location of parking, staging, or storage areas (including storage piles) for equipment, supplies, and/or trailers.
- d) Control measures to be applied for all sources of fugitive dust including plans or practices to be implemented during high wind events.
- e) No oil or other chemicals or suppressants which may adversely impact groundwater quality by means of percolation or storm water runoff shall be used for dust suppression purposes.

Reduction of particulate emissions and particulate precursor emissions, which contribute to high PM10 concentrations and urban haze, should be a goal. Incorporate a mitigation measure to require that all construction contracts will specify the use of low sulfur diesel fuel for all diesel engines utilized for this project, and provide a mechanism to insure compliance with this requirement.

Explore the feasibility of requiring a snap acceleration test utilizing SAE J1667 test procedures and opacity limits of 55% for pre 1991 engines and 40% for 1991 and newer diesel engines utilized for this project. The feasibility of requiring an inspection or certification program to insure that diesel engines used for this project are in good operating condition, with clean air filters, properly adjusted injection timing, unclogged injectors in good mechanical condition, properly operating smoke puff limiters, and proper fuel pump calibration, should also be explored.

Mitigation techniques (pages xxvii and VI-131) should delete the use and application of oil as a mitigation measure to abate airborne dust because of the environmental impacts to storm water and water quality.

On page xxvii, statement is made that "The potential for fugitive dust emissions from these activities would cease once barren earth is restored by landscaping." Landscaping is not a common practice employed by Nevada Department of Transportation (NDOT). The statement should be modified to read as follows: The potential for fugitive dust emissions from these activities would cease with the application of soil stabilizers and periodic re-application of dust suppressant. Finally, as re-entrained road dust has been identified as a source of PM10, the DEIS shall identify methods of reducing emissions from this category.

carbon monoxide analysis

This project is contained in the Regional Transportation Commission of Clark County's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). This positive conformity determination has been made (page xxix). This conformity determination indicates that the cumulative impact of all projects, including the US 95 widening project, will not result in any increases in exceedances and will also assist in attaining the National Ambient Air Quality Standards (NAAQS). However, the project level air quality technical analysis conducted as part of the DEIS indicates that there is one expected exceedance of the carbon monoxide standard which will occur in 2020 (9.6 ppm)[page xxviii] associated with the widening, and a second at Valley View and Desert Inn Road (10.5 ppm). The DRAFT Clark County State Implementation Plan prepared by Comprehensive Planning did not identify a violation at this location. Therefore, the two documents should be consistent with one another, or an explanation of the differences should be provided.

On page II-11, Transportation Demand Management (TDM) is included to increase the person carrying capacity of freeway. In doing so, greater benefits are provided to the Build Scenario. What mechanism is in place to insure that the benefit claimed will be monitored? Equally important, what mechanism is in place to insure that the benefit will be maintained? To legitimize this benefit, the Record of Decision approving the DEIS must address monitoring and performance of TDM.

On page V-155, the number of monitoring sites for PM₁₀ and CO are incorrect. At present there are 14 locations measuring CO and 15 measuring PM₁₀.

The first paragraph on page V-156 mentions that there were no values that exceeded the NAAQS during 1997 or 1998. Two exceedances were recorded in December 1998 at the Sunrise Acres site which subsequently replaced the East Charleston site.

Multi Species Input

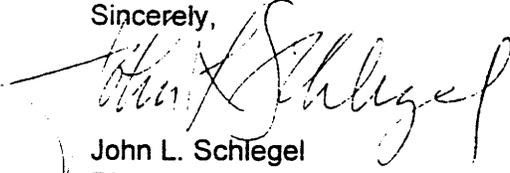
Any action resulting in the take (i.e. harm, harass, kill) of species listed as either threatened or endangered under the Federal Endangered Species Act and/or State of Nevada, listed by the Nevada Division of Forestry, will require appropriate permits from the appropriate federal agency, Clark County, and/or the State of Nevada where such species are not already covered under the provisions of the Clark County Desert Conservation Plan's interlocal agreements with the Nevada Department of Transportation.

Specifically, for parcels acquired under Recreation and Public Purposes lease arrangements with the Bureau of Land Management and all permit conditions regarding the take and mitigation of federally protected threatened or endangered species remain in effect for the term of the lease and must be followed as outlined in the lease arrangement.

Construction activities which might result in the take of state listed critical plant species, such as the Las Vegas Bearpoppy, will require the appropriate permits from the Nevada Division of Forestry.

Again, thank you very much for the opportunity to review and comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "John L. Schlegel". The signature is written in black ink and is positioned above the printed name and title.

John L. Schlegel
Director

JLS:AP:bh

cc: Jory Stewart
Kristine Bunnell
Christine Robinson
Russell Roberts
Alan Pinkerton



CLARK COUNTY HEALTH DISTRICT

P.O. BOX 3902 • 625 SHADOW LANE • LAS VEGAS, NEVADA 89127 • 702-383-1276 • FAX 702-383-1443

June 4, 1999

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

Dear Daryl,

The Health District has reviewed portions of the Air Quality Technical Study which is an element in the US-95 Draft Environmental Impact Statement/Draft Section 4(f) Evaluation.

Table IV-1 contains the highest carbon monoxide monitoring values in Clark County for 1996-1998. The source of data is the AIRS Executive for Windows. The data extraction date indicated is October 5, 1998. As of that date, those would have been the correct entries referenced for the 1998 column; however exceedances did occur in the last month of 1998.

The entry for 1997 CO at Sunrise Acres should be at 10.0 for 8-hour and 12.2 for the 1-hour. The 1998 entries for this site should be 13.4 ppm and 10.3 ppm respectively.

Table IV-2, for PM₁₀, shows the same data extraction date, but most values are not correct. We have attached the audited results for these 3 years. The units are micrograms per cubic meter. The District operates more stations than Table IV-2 indicates.

If you have any questions, please give me a call at (702) 383-1276.

Sincerely,

Michael H. Naylor, Director
Air Pollution Control Division

MHN/ck

Cc: Russell Roberts
Dennis Ransel

Particulate Matter (PM₁₀)

1996

Airs Code	Site	Address	County	NOB	Mean	1 st High
320030601	Boulder City	1005 Industrial Rd.	Clark	332	20	191
320030020	Craig Road	4701 Mitchell St.	Clark	339	52	385
320030016	City Center	559 N. 7th. St.	Clark	347	47	267
320031022	E. Flamingo	210 E Flamingo Rd.	Clark	309	54	339
320030298	Green Valley	248 Arroyo Grande	Clark	309	59	446
320032001	McDaniel	1600 Lake Mead Blvd.	Clark	339	58	388
320030539	E. Sahara	4001 Sahara Ave.	Clark	350	48	300
320030558	Microscale	2801 E. Charleston	Clark	347	55	340
320030007	S.E. Valley	545 W. Lake Mead	Clark	342	35	152
320030107	Pittman	1137 N. Boulder Hwy.	Clark	342	49	386
320030043	Paul Meyer Park	4525 New Forest Dr.	Clark	346	50	264
320030071	Walter Johnson	7701 Ducharme Ave.	Clark	352	33	256
320031019	Jean	Township25S.R59E.	Clark	355	19	180

Particulate Matter (PM₁₀) { $\mu\text{g}/\text{M}^3$ }
1997

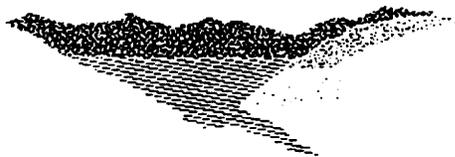
Airs Code	Site	Address	County	OBS	Mean	1 st High
320030022	Apex	Township 18s	Clark	347	17	105
320030601	Boulder City	1005 Industrial Rd.	Clark	335	16	91
320030020	Craig Road	4701 Mitchell St.	Clark	335	45	198
320030016	City Center	559 N. 7th. St.	Clark	342	38	135
320031022	E. Flamingo	210 E Flamingo Rd.	Clark	337	49	160
320030298	Green Valley	248 Arroyo Grande	Clark	333	44	339
320032001	McDaniel	1600 Lake Mead Blvd.	Clark	331	65	397
320030539	E. Sahara	4001 Sahara Ave.	Clark	331	35	186
320030558	Microscale	2801 E. Charleston	Clark	340	45	136
320030007	S.E. Valley	545 W. Lake Mead	Clark	342	35	155
320030107	Pittman	1137 N. Boulder Hwy.	Clark	344	41	258
320030043	Paul Meyer Park	4525 New Forest Dr.	Clark	335	39	152
320030071	Walter Johnson	7701 Ducharme Ave.	Clark	334	23	108
320031019	Jean	Township 25S.R59E.	Clark	337	16	93
320030072	Lone Mountain	3525 N. Valadez St.	Clark	192	33	111

**Particulate Matter (PM₁₀)
1998**

Airs Code	Site	Address	County	OBS	Mean	1 st High
320030022	Apex	Township 18s	Clark	334	19	191
320030601	Boulder City	1005 Industrial Rd.	Clark	343	14	69
320030020	Craig Road	4701 Mitchell St.	Clark	331	45	208
320030016	City Center	559 N. 7th. St.	Clark	339	39	135
320031022	E. Flamingo	210 E Flamingo Rd.	Clark	240	44	281
320030298	Green Valley	248 Arroyo Grande	Clark	325	33	129
320032001	JD Smith	1301B E. Tonopah	Clark	86	51	130
320032001	McDaniel	1600 Lake Mead Blvd.	Clark	239	39	169
320030539	E. Sahara	4001 Sahara Ave.	Clark	338	32	98
320030558	Microscale	2801 E. Charleston	Clark	338	39	132
320030007	S.E. Valley	545 W. Lake Mead	Clark	338	28	76
320030107	Pittman	1137 N. Boulder Hwy.	Clark	328	36	135
320030043	Paul Meyer Park	4525 New Forest Dr.	Clark	336	37	161
320030071	Walter Johnson	7701 Ducharme Ave.	Clark	330	20	59
320031019	Jean	Township 25S. R59E.	Clark	289	13	43
320030072	Lone Mountain	3525 N. Valadez St.	Clark	324	28	94
320030073	Pelo Verde	333 Pavillion Center Dr.	Clark	189	25	119

Rec'd
8/5/99 gm

C L A R K C O U N T Y
REGIONAL FLOOD CONTROL DISTRICT



Gale Wm. Fraser, II, P.E.
General Manager/Chief Engineer

July 29, 1999

BOARD OF DIRECTORS

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Daryl James, Chief
Environmental Service Division
Nevada Department of Transportation
1263 South Steward Street
Carson City, NV 89712

RE: US-95 Draft Environmental Impact Statement/Draft Section 4(f) Evaluation,
Las Vegas, Nevada

Dear Mr. James:

Thank you for the opportunity to comment on the Draft US-95 EIS. Clark County Regional Flood Control District is named as the lead agency for the Las Vegas Valley National Pollutant Discharge Elimination System (NPDES) storm water permit. The NPDES permit has been issued to Clark County, NDOT, and the cities of Las Vegas, North Las Vegas and Henderson. On behalf of the Las Vegas Valley NPDES co-permittees I offer the following comments:

During the construction phase, control measures for PM10 and storm water quality should compliment each other. Urban runoff from the Las Vegas Valley is a pollutant contributor to the Las Vegas Wash. Furthermore, the Las Vegas Valley is designated as a "serious" non-attainment area for PM10 and the U.S. EPA has determined that this constitutes a significant public health hazard. In an effort to mitigate storm water runoff from construction sites, a general storm water permit is required for construction activities associated with industrial or construction activities disturbing 5 or more acres. A site specific Storm Water Pollution Prevention Plan (SWP3) that describes how the applicant intends to control runoff from the construction site should be prepared. The SWP3 should include the following:

1. The total area of land surface to be disturbed and the total area of the project site in acres.
2. Identify the short and long term Storm water BMP's (structural and non-structural).
3. The relationship between Air Quality particulate matter Best Management Practices (BMP's) and Storm water Management BMP's (Las Vegas Valley 208 recommendation).

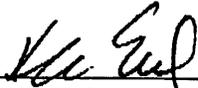
C L A R K C O U N T Y
REGIONAL FLOOD CONTROL DISTRICT

Mr. Daryl James
July 29, 1999
Page 2

4. The dust generating operation(s) and/or activities to be carried-out on-site and off-site and the actual and potential sources of on-site and off-site fugitive dust emissions.
5. A site plan showing the location of grading and/or earth moving activities, the location of ingress/egress points, and the location of on-site and off-site parking, staging, or storage areas (including storage piles) for equipment, supplies, and/or trailers.
6. No oil or other chemicals or suppressants which may adversely impact groundwater quality by means of percolation or Storm water runoff shall be used for dust suppression purposes.

Please contact me should you have any questions regarding these comments.

Sincerely,



Kevin Eubanks, P.E.
Assistant General Manager

KLE:cmf

File: NPDES '99

Yocid
7/1/99

MAYOR
OSCAR B. GOODMAN

COUNCILMEN
MICHAEL J. McDONALD
GARY REESE
LARRY BROWN

CITY MANAGER
VIRGINIA VALENTINE



CITY of LAS VEGAS

July 2, 1999

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

RE: Draft Environmental Impact Statement (EIS) for the US 95 Widening Project

Dear Mr. James:

The City of Las Vegas would like to offer the following comments and recommendations concerning the Draft Environmental Impact Statement for the US 95 Widening Project. The comments of the US 95 Citizen's Review Committee have been incorporated into this correspondence.

Environment:

1. The City recommends the preparation of a detailed Dust Mitigation Plan for all phases of construction. Chemical dust-suppressing agents should be applied to all internal unpaved construction roads. Best Management Practices (BMP) should be used to ensure chemical dust-suppressing agents do not migrate off-site.
2. The City recommends employing BMP such as silt fences and hay bailing to minimize the impact of construction on storm water quality.

Mitigation Measures:

1. The widening of Martin Luther King Boulevard between Vegas Drive and Washington will adversely impact the Bonanza Village community. To lessen this impact, the City recommends the construction of a security wall along the affected edge of the Bonanza Village neighborhood.
2. The City recommends restricting the hours of construction from 7:00 a.m. to 7:00 p.m. in an effort to minimize construction noise and activities adjacent to residential areas during evening hours.

400 STEWART AVENUE • LAS VEGAS, NEVADA 89101-2986
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www.ci.las-vegas.nv.us (WEBSITE)



3. The Citizen's Committee recommends the placement of relocated electrical lines underground to minimize the impact on remaining homes.

Sound Barriers:

1. The Citizen's Committee recommends the construction of sound walls prior to project start to minimize noise levels during construction.
2. The Citizen's Review Committee recommends that drought-tolerant landscaping be placed along both the front side and back side of all sound walls to reduce the adverse effect these type of structures place on the aesthetics of affected neighborhoods..
3. The Citizen's Review Committee recommends that the sound walls be made of a material that is either resistant to graffiti or able to be cleaned easily to remove graffiti with a minimal level of effort.
4. The City recommends that sound walls be placed on the west side of US 95, just south of Cheyenne, where the hospitals abuts the highway.
5. The City recommends placing sound walls along US 95 adjacent to the LVVWD property to minimize sound increase on housing along the eastern edge of this property.
6. The City concurs with the 18 feet high sound walls proposed in the EIS.

Buffer Zones:

1. During City Council discussions, a homeowner requested that the State acquire 13 homes, currently scheduled to remain on Reba Avenue after the expansion, and extend the frontage road (shown as Alaska Street in the EIS) west from Michael Way to Jones. This action would extend the frontage road length and provide a larger buffer zone for the remaining homes. The Citizen's Review Committee recommends this request be granted contingent upon discussions with all 13 homeowners as well as the remaining homeowners in the surrounding areas.
2. Two homeowners, residing on the south side of Lowden Ave. (between Rainbow and Jones, just west of Adcock school), recommended that the State acquire all homes on the north side of Lowden contingent upon discussions with the homeowners indicating this preference.
3. Several citizens requested that the State acquire all homes on Deerbrook Lane because of the proximity to the proposed expansion. The City recommends that the State offer a "willing buyer/willing seller" program for those persons outside the footprint of the proposed expansion. In addition, adequate landscape buffering should be provided for the homes which will face the expanded freeway.

Traffic Issues:

1. The City recommends road improvements to the exit ramp onto Rainbow Blvd. from Summerlin Parkway east (expansion of exit and turn lanes which turn north onto Rainbow) and Summerlin Parkway east to northbound US 95 and that a fly-over be considered. We recommend addressing these improvements prior to the expansion of US 95. No improvements should be constructed that prohibits an eastbound to northbound link.
2. The City recommends expanding the exit from Summerlin Parkway westbound onto Rampart Blvd. Specifically, a dedicated turn lane as well as an additional lane to better facilitate the flow of traffic at that intersection. We also advise a modification to the existing plan to include a dedicated turn lane and a choice lane that offers an exit or continuance westbound on the Parkway.
3. Business owners located on the west side of the existing Decatur interchange request the elimination of the median at Decatur and Churchill. The proposed median would prevent northbound traffic on Decatur from making a left turn onto Churchill Street. The City recommends removal of the median from the current plan and replacement with a left turn lane on northbound Decatur at Churchill.
4. The expansion of the Decatur interchange will increase the amount of traffic flow near area schools and school crossings. The City recommends installing a railing/fencing barrier between the curb and sidewalk in areas traveled by school children.

Relocation Issues:

1. Compensation of relocated homeowners should be based on values before the project was approved in early 1997, or current values, whichever may be greater.
2. Charleston Heights Neighborhood Preservation Park (formerly called Torrey Pines Park) will be significantly impacted. It is imperative that the State and the City agree to a plan that will allow the neighborhood to remain as whole as possible with respect to parks and recreational opportunities. This plan should involve both the restoration of a neighborhood park and monies to re-establish programmable recreation space at another site.

Community Involvement:

1. Many residents and business owners have expressed the need to meet "one-on-one" with the Nevada Department of Transportation (NDOT) staff to discuss site specific relocation issues. The City recommends NDOT establish a procedure for holding such meetings and mail pamphlets to all affected residents.
2. Area residences and businesses should be notified that sound barriers and landscaping buffers will be maintained by NDOT. The City recommends that NDOT establish a contact phone number to report graffiti and landscaping issues.

3. Various concerns regarding project schedules were raised in the public hearing, specifically, the Martin Luther King - Industrial Road connector. The City recommends that NDOT provide the public with project schedules by construction year dates.
4. The City requests that a project presentation by the consultant be made to the new City of Las Vegas administration.

Traffic Comments:

1. The City recommends the preservation of a right-of-way from the downtown area to the northwest for a fixed guideway monorail system.
2. The proposed realignment of the US 95 northbound exit ramp to southbound Rainbow reduces the radius of the ramp curve. Presently, this curve has a posted 25 mph advisory speed. The proposed curve will require an even more reduced speed. We believe vehicles will be unable to slow down sufficiently in such a short distance to safely maneuver this curve. The City recommends that the geometrics of this realignment be carefully studied when under design.
3. The realignment of the US 95 - Jones intersection eliminates the signalized exit for the commercial development on the northeast corner. The City recommends that the realignment design of the new commercial driveway allow for the development to exit through a traffic signal and align the driveway with the proposed Clarice realignment.
4. The City agrees with the Alternate "A" alignment for the section of US 95 adjacent to the LVVWD North Well Field. This alignment provides a larger radius for the US 95 eastbound entrance ramp at Valley View and permits access to this ramp from the Meadows Mall driveway.
5. The schematic (figure V-26) shows access ramps for Martin Luther King Boulevard. The two-ramp intersection must be adequately spaced to provide proper progression through the traffic signals at these locations.
6. The City recommends that continuous illumination be provided throughout the limits of the US 95 and Summerlin Parkway widening projects and not just at the ramps. These two corridors carry large volumes of traffic traveling at high rates of speed.
7. The City recommends that NDOT evaluate the possible advantages of an HOV lane proposal to determine whether it would be efficient to provide access to these lanes to all motorists irrelevant of number of occupants during non-peak hours.
8. The City recommends including Intelligent Transportation System (ITS) infrastructure such as fiber optic cable for communication, changeable message signs, ramp metering, and video detection, in both the US 95 and Summerlin Parkway projects.

9. The City recommends the inclusion of sidewalks, continuous lighting, traffic signal upgrades, traffic signal interconnect, dual left turn lanes and exclusive right turn lanes in the Rancho Drive and Martin Luther King widening projects wherever justified. These two corridors serve as north-south alternates to US 95 and I-15 and should be designed to carry as much capacity as possible in order to relieve congestion on the highways.
10. The Buffalo Drive westbound exit ramp of the Summerlin Parkway should be widened to allow for two exit lanes as part of the Summerlin Parkway project.

Miscellaneous Issues:

1. Land use for the west side of US 95 south of Las Vegas (figure V-14) is coded incorrectly. The land use is multi-family.

The City of Las Vegas strongly supports the choice of Alternative A. This selection will have far fewer environmental impacts and allow preservation of the unique natural features of the LVVWD North Well Field Las Vegas Springs National Register Site.

The City of Las Vegas recognizes the amount of work involved in preparing this type of document and commends NDOT for its efforts. The City also wishes to recognize the tremendous efforts of the US 95 Citizen's Review Committee which worked tirelessly to define recommendations to lessen the impact of the US 95 expansion on the surrounding neighborhoods. We look forward to working with NDOT on the successful completion of the widening of US 95 and trust that the above recommendations will be considered as the project develops.

Sincerely,



Virginia Valentine
City Manager

VVLW

c: Richard D. Goecke
Charlie Kajkowski
O.C. White

PLANNING &
DEVELOPMENT



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Las Vegas, NV 89101

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Administration 229-6353
Comp Planning 229-6022
Current Planning 229-6301
www.cityoflasvegas.nv.us

12-24
7/6/99

June 28, 1999

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

Dear Mr. James:

Upon receipt of the US-95 Draft Environmental Impact Statement/Draft Section 4(f) Evaluation, the City of Las Vegas' Planning and Development Department evaluated the proposed US 95 widening relative to park and trail planning. The City is initiating a Parks Master Plan and Trails Master Plan with a proposed schedule for City Council adoption in December, 1999.

The planning concepts for trail functions include home-work destinations. The US-95 project presents an excellent opportunity to establish a multi-modal transportation corridor and could be developed with a home-work trail for residents who live in the west or northwest and work in or near the downtown area. In addition, the planning concepts include establishing trails that link to other trails. The US-95 trail could link to the proposed Beltway trail at the US-95 / Beltway intersection near Centennial Parkway, and extend west along Summerlin Parkway to the western Beltway, creating one continuous loop with multiple access points.

It would be efficient to design and construct the trail with this phase of the US-95 corridor expansion. In order to more fully explore the potential of trails along the US-95 expansion area, I will be calling on you to set a meeting for discussion of the possibility of incorporating a trail design and construction as part of the US-95 corridor project.

Thank you for the opportunity to comment on this important transportation issue.

Sincerely,

Kira L. Wauwie
Senior Planner

KW/kw

Cc: Tim Chow, Director of Planning and Development
Virginia Valentine, City Manager
Dick Goecke, Public Works Director
John McNellis, Deputy City Manager
Charlie Kajkowski, City Planning Engineer
Christopher Knight, Comprehensive Planning Manager
file

Mayor
Jan Laverty Jones

Councilmen
Arnie Acamsen
Michael J. McDonald
Gary Reese
Larry Brown

City Manager
Virginia Valentine



Mayor
Michael L. Montandon

Council Members
William E. Robinson
John K. Rhodes
Paula L. Brown
Stephanie S. Smith



City Manager
Patrick P. Importuna

City of North Las Vegas

Public Works Department • Gary W. Holler, P.E., Director
2266 Civic Center Drive • North Las Vegas, Nevada 89030-6316
Telephone: (702) 633-1200 • Fax: (702) 649-4696

January 19, 1999

RE: US-95 Draft Environmental Impact Statement

Roger J. Patton, P.E.
Louis Berger & Associates, Inc.
1500 East Tropicana Ave., Suite 215
Las Vegas, NV 89119

Dear Mr. Patton:

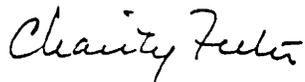
The City of North Las Vegas reviewed the US-95 Draft Environmental Impact Statement (DEIS). Following are our comments.

1. Page iv, last paragraph - Clark County, not North Las Vegas, secured the funds for the additional runway at the North Las Vegas Airport.
2. Page xiv, last line - Is "Central Valley" referring to the central part of the Las Vegas Valley? I am most familiar with this term in reference to the Central Valley of California.
3. Page xxviii, Utilities list - "Prime Cable" should be changed to "Cox Communications"
4. Page II-12, last paragraph - The system wide modifications were through LVACTS.
5. Page III-5, last paragraph - NDOT maintains a portion of the Summerlin Parkway.
6. Page III-6, Arterial Streets
 - a. Desert Inn is currently being improved to Rainbow Boulevard
 - b. Oakey Boulevard has been improved except between Rainbow and Durango.
7. Page III-17, Estimated Capacity Shortfall, first line - The description of Figures III-5, III-6, and III-7 as peak hour traffic volumes does not match the information shown in the figures.
8. Figure III-8, Screenline Volume, 2015 Peak Hour - The traffic volumes should be rounded. The volumes shown imply a greater degree of precision than is possible in anything but an actual count.
9. The volumes shown in Figure III-8 does not seem to have any relationship to the volumes shown in Figures III-11 and III-13.
10. Page IV-23 - The Desert Inn Road discussion should be updated to account for the County's current project.
11. In the "Alternatives Considered and Rejected" section, there is no reference made to any Lake Mead Boulevard improvements or enhancements. Lake Mead goes to the center of Summerlin.

12. Page VI-84, Carey Avenue from Rancho Drive to Clayton Street - At one time there was a school crossing on Carey Avenue at Clayton Street. That crossing was removed when the school attendance zone boundaries were changed so that there were no students from the south in the CVT Gilbert School zone.
13. Page VI-110, Noise Impacts - This section does not address the noise sensitive areas on Martin Luther King Boulevard between Lake Mead Boulevard and Craig Road.
14. Additional comments - Enclosed are additional comments specific to the Martin Luther King Boulevard and Carey Avenue projects dated 1/13/99.

If you have any questions, please call me at 633-1235.

Sincerely,



Charity Fechter
Transportation Planner

cc: Jim Bell, P.E.
Robert Harary, P.E.
Don Schmeiser, AICP

Louis Berger & Associates, Inc.

US 95 ENVIRONMENTAL IMPACT STATEMENT

SECTION 4(f) EVALUATION

Review Comments

Package/Documents: Environmental Impact Statement (10 volumes)

Reviewer: City of North Las Vegas/PBS&J

Robert M. Harty 1/13/99

Item No.	Volume	Page No.	Reference	Comment
1	Volume I	IV-25	Martin Luther King Boulevard - Charleston to Craig	<p>The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following:</p> <p>"The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."</p>
2	Volume I	IV-24	Carey Avenue - Rancho to Clayton	<p>Change the project description to the following: "The project consists of the design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."</p>

Item No.	Volume	Page No.	Reference	Comment
3	Cultural Resources Technical Study	I-13	Martin Luther King Boulevard - Charleston Boulevard to Craig Road	The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following: "The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
4	Cultural Resources Technical Study	I-12	Carey Avenue - Rancho Drive to Clayton	Change the project description to the following: "The project consists of the design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
5	Cultural Resources Technical Study	IV-53	Figure IV-22 Map of Site 26Ck5444	Annotate the figure to show where this site is in relation to Martin Luther King Boulevard and Carey Avenue and Martin Luther King Boulevard and Cheyenne Avenue
6	Cultural Resources Technical Study	V-1	Alternative A	Since there was nothing additional found at site 26Ck5443, we should state that the improvements along Carey Avenue will not affect the site. Also, state what, if any, mitigation is required at site 26Ck5444.

Item No.	Volume	Page No.	Reference	Comment
7	Socioeconomic/Land Use/Aesthetics Technical Study	I-14	Martin Luther King Boulevard - Charleston Boulevard to Craig Road	<p>The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following:</p> <p>"The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."</p>
8	Socioeconomic/Land Use/Aesthetics Technical Study	I-13	Carey Avenue - Rancho Drive to Clayton Street	<p>Change the project description to the following: "The project consists of the design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."</p>
9	Noise Technical Study	I-18	Martin Luther King Boulevard - Charleston Boulevard to Craig Road	<p>The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following:</p> <p>"The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."</p>

Item No.	Volume	Page No.	Reference	Comment
10	Noise Technical Study	I-18	Carey Avenue - Rancho Drive to Clayton Street	Change the project description to the following: "The project consists of the design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
11	Noise Technical Study	V-89 (IV 19 & 20)	NSA 42, NSA 43 (along Martin Luther King Boulevard between Carey and Gowan), and NSA 56 (along Carey Avenue between Simmons and Clayton) have future noise levels which would approach or exceed the Noise Ambient Criteria (NAC) of 67 dBA at 422 single-family homes.	This section states that noise barriers are not considered feasible or reasonable for the NSAs adjacent to arterial roadways. Identify other alternative measures that were considered or are available for mitigation of the noise in these areas.
12	Vegetation and Wildlife Technical Study	I-18	Martin Luther King Boulevard - Charleston to Craig Road	The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following: "The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
13	Vegetation and Wildlife Technical Study	I-17	Carey Avenue - Rancho Drive to Clayton Street	Change the project description to the following: "The project consists of the design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."

Item No.	Volume	Page No.	Reference
14	Air Quality Technical Study	I-18	Martin Luther King Boulevard - Charleston to Craig Road The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following: "The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
15	Air Quality Technical Study	I-18	Carey Avenue - Rancho Drive to Clayton Street Change the project description to the following: "The project consists of design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
16	Soils/Geology/Water Resources Technical Study	I-18	Martin Luther King Boulevard - Charleston to Craig Road The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following: "The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."

Item No.	Volume	Reference	Description
17	Soils/Geology/Water Resources Technical Study	Carey Avenue - Rancho Drive to Clayton Street	Change the project description to the following: "The project consists of design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
18	Soils/Geology/Water Resources Technical Study	Widen Carey Avenue to from 2 lanes 4 lanes: Rancho Drive to Clayton Street	Identify appropriate mitigation for the four faults on Carey Avenue for the roadway improvements
19	Hazardous Waste Technical Study	Martin Luther King Boulevard - Charleston to Craig Road	The City is concerned that the existing right-of-way of 100 feet is inadequate to handle the increased traffic volumes safely north of Carey Avenue. Change the project description of the northern portion of Martin Luther King Boulevard from Carey Avenue to Craig Road to the following: "The project consists of the design and construction necessary to widen Martin Luther King Boulevard from four lanes to six lanes from Carey Avenue north through the Craig Road intersection. The project includes drainage, landscaping, street lights, curb, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."
20	Hazardous Waste Technical Study	Carey Avenue - Rancho Drive to Clayton Street	Change the project description to the following: "The project consists of design and construction necessary to widen Carey Avenue from two lanes to four lanes from Rancho Drive east through the Clayton Street intersection. The project includes drainage, landscaping, street lights, gutter, sidewalk, medians, pavement, traffic signals, conduits and fiber optic cables for signal interconnects, signing, striping, retaining walls, bus turnouts (including right-of-way acquisition), and flared intersections at major cross streets (including right-of-way acquisition)."



1200
7/6/99

June 28, 1999

Mr. Daryl N. James, P.E. Chief
NDOT Environmental Services Division
1263 South Steward Street
Carson City, Nevada 89712

**SUBJECT: US-95 ENVIRONMENTAL IMPACT STUDY
COMMENTS BY NEVADA POWER COMPANY**

Dear Mr. James:

For over 94 years, Nevada Power Company has met the electrical needs of the Las Vegas Valley. In some cases, meeting the needs of the community requires relocation projects driven by improvements or expansions to other infrastructure such as US-95. To meet the demands of the US-95 widening project, a team of project managers, engineers, designers and land and permit experts has been assembled. The leader of that team is Don Ritchie. Any future communication regarding this project should be sent to Mr. Ritchie at mail station 10.

The project team has completed a preliminary review of the subject EIS, including the proposed plans for widening US-95, as well as the arterial street improvements. Some of the proposed improvements will have significant impact to our transmission and distribution facilities. At this time, the impacts cannot be definitively quantified because the environmental impact study has not been approved. However, the following comments can be provided.

- Relocating transmission facilities could require 27 to 30 months. This period will be less if use-permits are not required by the City of Las Vegas. Inquiries are being made with the city to determine if use-permits will be required for this project. If required, the use-permit process generally requires a minimum of three months but could take up to six months. Upon receipt of the use-permits, the easement acquisition, engineering, design, material procurement, and construction process could take an additional 24 months. Nevada Power Company's Land Rights documentation is being assembled for NDOT's use in planning the acquisition requirements. Overall coordination of the acquisition efforts with NDOT and the City of Las Vegas on a continuing basis is essential to the timely completion of this project.
- Commencing design and material procurement prior to permitting can shorten the above time frame. If NDOT were to agree to cover any excess costs associated with redesigns and additional procurement as a result of use-permit requirements, NPC could begin the process much earlier.

Mr. Daryl N. James, P.E. Chief

NDOT Environmental Services Division

June 28, 1999

Page 2

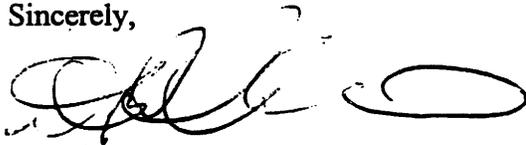
- Due to the high levels of demand on the electrical system, NPC cannot, in some cases, schedule outages from May 15 through October 15. The decision to plan an outage is made on a case by case basis considering many factors. Therefore, if NPC's work cannot be completed by May 15 of a particular year, completion could be delayed until the following October.
- Many of the electrical facilities along US-95 have third-party utility attachments. Along with those attachments, there are contractual obligations that must be complied with when relocating these facilities. These obligations may increase the cost of relocation as well as the time needed to relocate.
- Many of the arterial improvements do not require additional taking on the part of NDOT or NPC. However, these improvements may impact electrical facilities and require relocations of these facilities because of changes in design standards, such as sight lines (visibility setbacks), bus turn out lanes, etc.
- It is vital that secure land rights be provided for relocated electrical facilities wherever facilities have existing rights. Where our existing facilities are located in franchise, comparable land rights will be provided for the relocated facilities. Should the origin or sufficiency of NPC land rights be questionable, we will request NDOT assistance in acquiring land rights and/or modifying relocation requirements needed to accomplish the relocation.
- If, during relocation, overhead facilities are required to be placed underground, or relocated to an alignment that is substantially different than existing, it is understood by NPC that the land rights will be obtained by NDOT, including easements for ground-mounted equipment and enclosures, as appropriate.
- It is also understood that any changes defined as betterments to NPC's facilities will be at NPC's expense and as such will not constitute a cost impact to the proposed project. All other cost to NPC to relocate facilities will be at the expense of those requesting or requiring the relocation and as such will constitute a cost impact to the proposed project. Early discussions related to the anticipated relocations are vital so guidelines can be established to determine the separation of 'betterments' from those required by the US-95 project. Of particular concern are changes from existing overhead facilities to proposed underground facilities.

Mr. Daryl N. James, P.E. Chief
NDOT Environmental Services Division
June 28, 1999

Page 3

The above comments do not address all of the impacts, but are indicative of the concerns. The opportunity to have met with your representatives was very much appreciated. They were very helpful and informative. A very positive and constructive relationship has been established. This relationship will help ensure the timely completion of this very important project. As soon as the record of decision is issued for on the environmental impact statement, the relocation process can begin.

Sincerely,



William T. Roullier
Director, Land Services
(702) 367-5464

cc: D. Ritchie NPC
R. Zabst NPC
J. Zelling NPC
J. Bast NDOT
S. Henson NDOT

BR/cw/mb
G:com/US-95/NDOT6-28-99



July 30, 1999

rec'd
8/5/99
PATRICIA MULROY
GENERAL MANAGERDAVID A. DONNELLY, P.E.
DEPUTY GENERAL MANAGER
ENGINEERING/OPERATIONSRICHARD J. WIMMER
DEPUTY GENERAL MANAGER
ADMINISTRATIONCHARLES K. HAUSER
GENERAL COUNSEL

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

RE: Draft Environmental Impact Statement (EIS) for the US 95 Widening Project

Dear Mr. James:

The Las Vegas Valley Water District would like to offer the following comments and recommendations concerning the Draft Environmental Impact Statement (EIS) for the US 95 Widening Project.

1. The District strongly supports the choice of Alternative A. We would like to commend NDOT and the Federal Highway Administration (FHWA) for working with the State Historic Preservation Office (SHPO), the U.S. Fish & Wildlife Service, and District staff during the environmental site analysis process and providing a thorough assessment in the EIS of the important water storage and transmission facilities as well as the unique biological and cultural resources which are located in the North Well Field.
2. While not specifically addressed in the EIS, the District recommends the installation of noise barriers along US 95 adjacent to the North Well Field. Local ecologists consider the North Well Field to be a noise sensitive area; that is, noise impacts affect the presence and behaviors of a number of unique native species (bats, raptors, phainopepla, etc.) which could be mitigated by the installation of noise barriers.
3. With regards to the Las Vegas Springs Archaeological Site and protection of Section 4(f) resources, the District anticipates continued coordination with NDOT, FHWA, and the SHPO upon selection of a preferred alternative and the subsequent evaluation as to any direct or indirect impacts to this Section 4(f) resource in the final EIS and the final Section 4(f) evaluation.
4. The District will continue to cooperate and coordinate with NDOT and FHWA with regards to the reconstruction of the Valley View Boulevard Overpass, which the District understands will remain approximately at its present elevation but realigned somewhat to the east to facilitate construction. Please let us know how we can help you achieve this objective in a timely and effective manner.

1001 S. Valley View Blvd. • Las Vegas, Nevada 89153 • (702) 870-2011
Visit our website at www.lvwwd.com

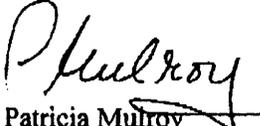
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Myrna Williams, President • Yvonne Atkinson Gates, Vice-President
Dario Herrera, Erin Kenny, Mary J. Kincaid, Lance M. Malone, Bruce L. Woodbury

Draft EIS for the US 95 Widening Project
July 30, 1999
Page Two

The District looks forward to working with NDOT on the successful completion of the widening of US 95 and trusts that the above recommendations will be considered as the project develops.

Sincerely,


Patricia Mulroy
General Manager

c: David Donnelly, Deputy General Manager, Engineering/Operations, LVVWD
Richard Wimmer, Deputy General Manager, Administration, LVVWD
Charles Hauser, General Counsel, LVVWD
Robert D. Williams, Field Supervisor, US Fish & Wildlife Service
Ron James, Nevada State Historic Preservation Officer

APPENDIX D.2

SUMMARY OF AGENCIES SUBMITTING COMMENTS

APPENDIX D.2**Summary of Agencies Submitting Comments**

A total of 14 letters were received from government agencies and quasi-governmental organizations.

Four letters were received from federal government agencies and include:

- U.S. Environmental Protection Agency
- U.S. Department of Interior
- U.S. Department of Commerce, and
- U.S. Department of Health and Human Services

Five letters were received from Nevada State agencies and include:

- Nevada State Department of Conservation and Natural Resources, Division of Environmental Protection
- Nevada State Department of Administration, State Clearinghouse;
- Nevada State Department of Museums, Library and Arts, State Historical Preservation Office
- The National Heritage Program (forwarded by the State Clearinghouse), and
- Nevada State Bureau of Health, Planning and Statistics

Six letters were received from local governments and include:

- Clark County A-95 Clearing House Council
- Clark County Department of Comprehensive Planning
- Clark County Health District, Air Pollution Control Division
- Clark County Flood Control District
- City of Las Vegas
- City of Las Vegas Department of Planning and Development
- City of North Las Vegas.

One letter was received from the Nevada Power Company.

One letter was also received from the Las Vegas Valley Water District.

APPENDIX D.3

RESPONSE TO AGENCY COMMENTS

APPENDIX D.3

RESPONSE TO AGENCY COMMENTS

A. RESPONSE TO COMMENTS OF FEDERAL AGENCIES

1. Response to the General Comments of the Environmental Protection Agency

The proposed project (Alternatives A and B) is comprised of an integrated program of transportation improvements which provide a coherent transportation improvement strategy to meet the transportation needs of the Northwest Region of Las Vegas (project area) through the year 2020. It is based on two principles; 1) that expansion of roadway capacity alone will not meet the complex transportation needs of the project area, and 2) that transit and transportation demand management (TDM) measures alone cannot accommodate the unprecedented growth in travel demand predicted for the project area.

Therefore, the proposed project combines roadway improvements; enhanced bus transit and transportation demand management in an integrated, inter-dependent manner. With the proposed project, approximately one-half of the projected future increase in commuter trips are proposed to be accommodated by constructing roadways available to single occupant vehicles. The other half of the projected future increase in trips will be accommodated by facilities or measures targeted at multiple occupant vehicles. Providing multi-occupant vehicle options is seen as the key to increasing mobility, reducing the reliance on single occupant vehicles, reducing congestion and improving air quality.

The enhanced bus element of the proposed project would provide a 240% increase in bus service in the project area, targeted at peak hour commuters. It would include expansion of bus routes, decreased headway, and express and limited stop service. However, expansion of bus service will be counter-productive if the roadways used by the buses are too congested to allow the passage of vehicles. Expansion of bus service is, therefore, inter-dependent upon the other elements of the proposed project.

The proposed improvement of US-95 includes 26 lane miles of High Occupancy Vehicle (HOV) lanes for the exclusive use of buses and carpools (72% of the total new lane miles provided). It also includes a modern freeway management system to improve the flow of traffic and manage congestion.

Local arterial street improvements will reduce congestion on a regional level while, simultaneously, transportation demand management measures directed at trip reduction will encourage the use of transit, ridesharing and other high occupancy vehicle modes.

The intended purpose of the proposed project "is to provide improved transportation in response to regional growth, decrease **future** congestion on the existing roadway network and enhance mobility." (Section III.A, page III-1.) With the No-Build Alternative, the average peak hour trip demand in the project area is predicted to exceed the capacity of the roadway network by 40%, resulting in extreme congestion (Section III.A, Table III-2). With the proposed project (Alternatives A and B) the proposed transportation system in the project area is expected to be able to accommodate projected peak hour trip demand without exceeding the capacity of the roadway system. Consequently, when compared to the No-Build Alternative in the future, the proposed project is expected to significantly improve congestion.

The proposed project is included in a conforming Transportation Improvement Program (TIP). Population forecasts used as a basis for transportation analysis for the TIP are based on a consensus of local planning agencies using the best available data at the time that the traffic forecasting model was calibrated. The current TIP received a positive conformity finding by the Federal Highway Administration and the Federal Transit Administration and received no comments from the Environmental Protection Agency.

Land use and population forecasts for Las Vegas are being continuously reviewed and revised and the Regional Transportation Commission's TRANPLAN computer traffic forecasting model is being continuously updated. A new TIP is prepared every two years and amended periodically. Each new TIP, or amendment, is subject to a conformity determination. New and amended TIP's will include updated analyses based on updated land use and population forecasts. The proposed project will not be able to proceed without positive determinations of conformity with each new TIP or TIP amendment, since the Federal Highway Administration is prohibited from approving, or funding projects which are not included in a conforming TIP.

Noise levels adjacent to the existing US-95 highway are very high at the present time. Noise barriers are proposed along US-95 adjacent to residential areas in order to provide mitigation for noise impacts. Public comments have been highly supportive of the installation of noise barriers as proposed in the DEIS to mitigate the impacts of noise (see Appendices E, F and G).

A "phased approach" to implementing the proposed project is recommended in the comment letter. As stated in Section IV.6, "the various elements of the proposed project will be constructed and implemented over a period of time." "To meet short-term demand and relieve congestion in the short-term (1 to 8 years) the construction of arterial street improvements, the construction of arterial street connections and the implementation of enhanced bus service and transportation demand management measures would be initiated in the short-term."

The Clark County Regional Transportation Commission (RTC) is committed to aggressively implementing enhanced bus transit service and expanded transportation demand management measures in the short-term to meet short-term demand.

The Citizen Area Transit (CAT) bus system has been in operation since December 5, 1992. As shown in Table 1, CAT ridership has increased from 14.9 million riders in 1993 to 46.5 million riders in 1998. The average annual rate of growth of CAT ridership in Las Vegas is 26% per year. The CAT bus system has provided a 13% average annual increase in service hours and an 18% average annual increase in service miles. These rates of growth far exceed the population growth rate and underscore the RTC's commitment to providing CAT bus service to meet short term transportation needs.

TABLE 1
Annual CAT BUS SYSTEM RIDERSHIP AND SERVICE PARAMETERS

Year	Ridership	Annual Increase in Ridership	Service Hours	Annual Increase in Service Hours	Service Miles	Annual Increase in Service Miles
1993	14,969,572		585,134		6,384,660	
1994	22,156,338	48%	706,491	21%	9,030,903	41%
1995	26,310,241	19%	729,993	3%	9,236,025	2%
1996	35,044,533	33%	858,746	18%	11,283,446	22%
1997	40,889,954	17%	915,451	7%	12,771,276	13%
1998	46,562,413	14%	1,084,798	18%	14,253,589	12%
Average Annual Increase		26%		13%		18%

In March, 1998, the RTC created a Transportation Demand Management Division. The Transportation Demand Management (TDM) Division is that component of the Regional Transportation Commission which provides alternative transportation choices to commuters in the Las Vegas Valley, in an effort to reduce traffic congestion, improve air quality, and provide a better quality of life in the region.

Since its inception, the TDM Division has aggressively established and pursued a number of goals and objectives which include:

- A CAT MATCH Commuter Services Program to encourage carpools.
- A program to encourage employers to partner with the RTC in providing CAT MATCH service.
- A program to encourage development of vanpools.
- An incentive program for employees to use transit or vanpools.

- A program to promote the creation of employer front door reserved transit (shuttles).
- A park-and-ride program partnership with local commercial and business enterprises, and
- A tele-commuting informational program.

Despite the anticipated success of enhanced bus transit and transportation demand management measures to meet short-term demand, the widening of US-95 in combination with enhanced transit, TDM and arterial street improvements is needed to meet long-term demand.

Widening of US-95 is proposed to follow the implementation of enhanced bus and TDM measures, as a second phase of the proposed project. Unfortunately, the widening of US-95 is anticipated to take up to 10 years. Therefore, to meet long-term demand, (8 to 20 years), activities leading to the widening of US-95 including design, property acquisition, relocations, etc., must begin immediately following approval of the EIS/ROD.

Phasing of the proposed project elements as described above is considered to be essential to the success of the proposed project to meet both short and long-term demand, reduce congestion and improve air quality. Enhanced bus transit and transportation demand management measures will be aggressively implemented to address short-term demands, giving implementation priority to those elements of the proposed project which provide the greatest reduction in vehicle miles traveled. The widening of US-95 will be implemented on a phased time schedule necessary to supplement the other elements of the proposed project to meet long-term demand.

A "light rail" strategy was evaluated in the US-95 Major Investment Study, Detailed Evaluation of Alternatives, April, 1997 and rejected as discussed in Section IV.B.4.b.(2) of the EIS. Although "light rail" is believed to be economically feasible, enhanced bus service, included as part of the proposed project, is considered to be a more practical mass transit solution to meet the mobility needs of the project area through the year 2020.

The comment letter states that "the local community must also address growth in the region" and page 2 of the specific comments urges "FHWA and NDOT to take this opportunity to facilitate an open dialogue on smart growth, quality of life and livability issues in the community."

These comments are believed to be right on target and consistent with on-going actions to involve the entire community in developing solutions for growth issues.

The Southern Nevada Strategic Planning Authority (SNSPA) was created by the 1997 State Legislature under Senate Bill 383, sponsored by Senator Jon Porter. The SNSPA was mandated to complete a number of tasks, including developing a regional Strategic Plan, prioritizing the objectives and strategies relating to the growth of Clark County and

recommending regional growth management legislation to be considered by the 1999 State Legislature. The 21 member Authority was established consisting of elected representatives from the Southern Nevada City Councils and the Clark County Board of Commissioners along with Southern Nevada business leaders and residents.

From 1997 through 1999, the 21 members of the SNSPA and its subcommittees reviewed and compared land use master plans and capital improvement plans from each of the local Southern Nevada jurisdictions. No two plans or programs were alike, and a major accomplishment for the SNSPA was the creation of common reporting criteria for all local government agencies. The SNSPA has now produced a Strategic Plan to address growth in Southern Nevada, Planning For Our Second Century, A Twenty Year Initiative For Responsible Growth in Southern Nevada, which creates goals, objectives and strategies for the following twelve areas highly impacted by future growth:

- Economy/Economic Development
- Schools/Education
- Air Quality and Environment
- Housing
- Land Use and Growth Strategies
- Parks & Recreation
- Public Safety
- Transportation
- Water Supply/Distribution
- Water quality/Wastewater
- Flood Control
- Health Care

The Strategic Plan for Southern Nevada was presented to the 1999 State Legislature and in its entirety, the Strategic Plan offers a regional consensus on ways to meet the effects of future growth while enhancing the quality of life in Southern Nevada.

While the term of the SNSPA expired in 1999, the 1999 State Legislature, acting on the recommendations of the SNSPA, created the Southern Nevada Regional Planning Coalition (Senate Bill #394). The permanent Regional Planning Coalition is mandated to "develop policies for the region, including, without limitation, the promotion of orderly development, coordinated land use planning and the efficient provision of services to urban areas, including, without limitation, roads, water and sewer service and police and fire protection, mass transit, libraries and parks." The Regional Planning Coalition is also mandated to "cooperate with the local Air Pollution Control Board and the Regional Transportation Commission to:

- (a) *Ensure that the plans, policies and programs adopted by each of them are consistent to the greatest extent practicable.*

(b) Establish and carry out a program of integrated, long-range planning that conserves the economic, financial and natural resources of the region and supports a common vision of desired future conditions.

In developing plans, policies and programs, the Regional Planning Coalition is mandated to solicit public input and serve as a hub for regional dialogue.

In conclusion, the proposed project, if properly viewed as an integrated multi-element roadway, transit and TDM transportation strategy, provides a practical means to accommodate travel demands imposed by the unprecedented growth of the Northwest Region of Las Vegas while also contributing towards the attainment of regional goals to decrease reliance on single occupancy vehicles, increase use of transit, relieve congestion and improve air quality.

2. Response to Specific Comments of the Environmental Protection Agency

Air Quality

- (a) The assumptions used in the local air quality analysis presented in the DEIS are described in detail in the Air Quality Technical Study, December 1998, revised March, 1999. Regional air quality figures were obtained from the Regional Transportation Plan 1998-2020, as prepared by the Regional Transportation Commission and are the same figures used for regional air quality conformity determinations.

The intended purpose of the proposed project "is to provide improved transportation in response to regional growth, decrease future congestion on the existing roadway network and enhance mobility." (Section III.A, page III-1.) With the No-Build Alternative, the average peak hour trip demand in the project area is predicted to exceed the capacity of the roadway network by 40%, resulting in extreme congestion (Section III.A, Table III-2). With the proposed project (Alternatives A and B) the proposed transportation system in the project area is expected to be able to accommodate projected peak hour trip demand without exceeding the capacity of the roadway system. Consequently, when compared to the No-Build Alternative in the year 2020, the proposed project is expected to significantly improve congestion.

- (b) The proposed project is included in a conforming Transportation Improvement Program (TIP). Population forecasts used as a basis for transportation analysis for the TIP are based on a consensus of local planning agencies using the best available data at the time that the model was calibrated. The current TIP received a positive conformity finding by the

Federal Highway Administration and the Federal Transit Administration and received no negative comments from the Environmental Protection Agency.

Land use and population forecasts for Las Vegas are being continuously reviewed and revised and the Regional Transportation Commission's TRANPLAN computer traffic forecasting model is being continuously updated. A new TIP is prepared every two years and amended periodically. Each new TIP, or amendment, is subject to a conformity determination. New and amended TIP's will include updated analyses based on updated land use and population forecasts. The proposed project will not be able to proceed without positive determinations of conformity with each new TIP or TIP amendment, since the Federal Highway Administration is prohibited from approving, or funding projects which are not included in a conforming TIP.

- (c) The Nevada Department of Transportation and the Regional Transportation Commission intend to aggressively pursue the implementation of the types of transportation demand management (TDM) measures identified. Specifically, the Regional Transportation Commission (RTC) recently approved \$2.4 million for the operation of six express bus routes. Bus-only facilities are included in the operational plan, including bus-only lanes on Sahara Avenue in the project area. The Draft Environmental Impact Statement for a Resort Corridor Fixed Guiderail system will be completed within 30 days and public hearings are being scheduled. Completion of the EIS will allow the first phase of a rail transit system to be implemented when funding becomes available. The RTC's monthly bus pass rate of \$20 is one of the lowest in the western United States, providing a subsidized fare which is intended to encourage bus ridership. The RTC is currently examining opportunities to implement a neighborhood transit circulatory service which would utilize neighborhood shuttle buses to interface with the major bus transit routes, improving local accessibility to the regional bus system. While opportunities to convert existing roadway lanes to high occupancy vehicle use are limited, HOV lanes are considered to be a vital component of the proposed project and will be constructed in conjunction with the widening of US-95.
- (d) A dust mitigation plan has been added to the EIS.
- (e) Signal timing data was included in the air quality modeling of intersections. The Air Quality Technical Study, December 1998, revised March 1999, provides a detailed description of model assumptions (Section V of the Air Quality Technical Study).

Alternatives Analysis

- (a) Refer to the response to the General Comments of the Environmental Protection Agency regarding the Strategic Plan to Address Growth in Southern Nevada prepared by the Southern Nevada Strategic Planning Authority.
- (b) Land use plans for the Northwest Region of Las Vegas were prepared prior to initiating the transportation studies for the project area. The US-95 Major Investment Study evaluated a range of alternative strategies to meet transportation demand in the project area. At the beginning of the transportation studies, transportation demand was fixed based on land use plans, and alternative strategies were then evaluated to identify alternatives to meet projected demand.

With the No-Build Alternative, the projected year 2020 transportation demand will exceed the capacity of the existing roadway network by 40%. Without implementing measures to accommodate demand, congestion could become so severe that it would limit land development in the project area. While it would be an interesting academic exercise to identify how much land development could be achieved at a fixed level of transportation capacity, it would bear no resemblance to existing Master Plans.

While recent studies may indicate that roadway expansion induces growth, induced growth would have to exceed the growth projected in existing Master Plans to exceed the capacity of the transportation system in the project area with the proposed project. Currently, there is no basis to project growth beyond that included in the Master Plans.

- (c) As presented in the US-95 Major Investment Study (MIS) Detailed Evaluation of Alternatives, April 1997, the components of the proposed project are estimated to contribute in the following manner:

Strategy Component	Additional Capacity Person Trips Per Hour
US-95 Widening	13,900
Freeway Management System	5,200
Arterial Street Improvements	10,400
Enhanced Bus Service	4,500
Transportation Demand Management	2,000*
Total	36,000*

* Demand Reduction

The enhanced bus service and transportation demand management measure components are consistent with the recommendations of the Regional Transportation Commission's Resort Corridor Major Investment Study and are expected to accommodate nearly 20% of the expected increase in future peak hour commuter trips.

VMT and VHT reductions for individual components of each strategy were evaluated in the first phase of the US-95 MIS. Only improvements showing reductions in VMT and VHT were included in alternative strategies for further evaluation. While VMT reductions are believed to be primarily attributable to enhanced bus service and TDM, the components are inter-dependent and only when combined provide both a large reduction in VMT and the ability to meet projected transportation demand.

- (d) A light rail system is believed to be economically feasible (see Table IV-3 in the EIS). However, demand studies indicate that a fixed guideway route serving the project area would only generate up to 5,000 peak hour person trips. This demand estimate is independent of the size of the trains.

Noise

Noise barriers are proposed in the EIS along US-95 to mitigate the impacts of noise on sensitive receptors. As shown in the EIS, noise walls ranging in height from 18 to 26 ft. would be required to reduce noise levels to less than 67 dBA in the year 2020 with the proposed project. Following FHWA policy, input from the local community has been obtained through the public hearing process on issues of noise barrier location, height, visual impact, etc. Additional community input will be sought during design hearings.

Public comments received to date strongly support the installation of noise barriers to mitigate noise impacts. The design features of the barriers will be finalized with additional community input.

General

The Clark County Regional Flood Control Master Plan is the best source of information regarding predicted flood flows and existing and planned flood control facilities in the project area. Diagrams from the Master Plan are included in Section V.A.4 of the EIS.

The proposed project is principally located within the Cental Basin drainage sub-basin of the Las Vegas Wash. This sub-basin has been nearly built-out with development. The proposed project, by including master planned flood conveyance facilities, will benefit flood control efforts by reducing existing flooding problems in the project area.

No other major projects in the area appear or are projected to contribute adversely to the flood risks in the area. Efforts to re-evaluate flood flows will be initiated as part of this project.

3. Response to Comments of the U.S. Department of the Interior

The Nevada Department of Transportation (NDOT) is committed to working with the City of Las Vegas Department of Parks and Leisure Activities, the Clark County School District and other appropriate City and County agencies to arrive at definitive agreements concerning project impacts and mitigation measures to Torrey Pines Park, the City of Las Vegas Pedestrian Path and Bikeway and the Adcock Elementary School. Recent letters from the City of Las Vegas and the Clark County School District are included in Appendix A, Section 4(f) Correspondence, showing continued cooperation and coordination and progress towards reaching definitive agreements. (Please note: the Torrey Pines Park is also known as the Charleston Neighborhood Preservation Park by the City of Las Vegas.)

NDOT will also continue to cooperate and coordinate with the State Historic Preservation Officer and Native American Tribes concerning project impacts and mitigation measures to historic and archeological resources.

A Memorandum of Agreement (MOA) is not necessary for the preferred alternative, Alternative A, which avoids the Las Vegas Springs National Register site, and therefore was not prepared and is not included in the FEIS. A MOA would only have been required for Alternative B, which impacts the Las Vegas Springs National Register Site.

4. Response to Comments of The United States Department of The Interior, U.S. Geological Survey

General Comments

Complete bibliographies are provided in each of the seven technical studies prepared in conjunction with the DEIS. The technical studies are available on request from the Nevada Department of Transportation as cited in Sections I and XIII of the EIS.

Specific Comments

The text has been changed as requested.

5. Response to Comments of the U.S. Department of Commerce

The National Geodetic Survey's (NGS) internet site was queried as suggested. There do not appear to be any NGS monuments in the project area which would be affected by the proposed project.

6. Response to Comments of the U.S. Department of Health and Human Services

The topics provided by the Department of Health and Human Services listing areas of Potential Public Health Concern has been reviewed. These areas have been addressed as appropriate in the DEIS including the topics of Water Quality, Air Quality, Wetlands and Flood Plains, Hazardous Wastes, Noise, Land Use and Housing.

B. RESPONSE TO COMMENTS OF STATE AGENCIES**1. Response to Comments of The State of Nevada Department of Conservation And National Resources, Division of Environmental Protection****Letter of June 3, 1999**

Comments are noted.

A central point of contact for clean-up of spills will be established by NDOT during the construction of the project.

The Division of Environmental Protection's recommendation of Alternative A to protect water production wells and the Bonanza Pumping Station, and to avoid the Big Springs Archeological District, is noted.

Letter of June 14, 1999

The text has been updated to show the current status of Hazardous Waste Sites. Specifically, the Golden Engines and Cylinder Head property and the Western Linen Service property have been removed from the list of known contamination sites.

2. Response to Comments of The State of Nevada Department of Administration Nevada State Clearinghouse

Comments forwarded from the Nevada Office of Historic Preservation, the National Heritage Program and the Bureau of Health, Planning and Statistics are acknowledged.

3. Response to Comments of The State of Nevada Department of Museums, Library And Arts, State Historic Preservation Office

It is noted that the Nevada State Historic Preservation Office (NSHPO) supports the DEIS as written.

4. Response to Comments of The National Heritage Program

It is noted that the National Heritage Program strongly supports avoidance of Alternative B which would impact the Las Vegas Valley Water District's Big Springs area, which it notes is a "critical area for conservation of the Las Vegas Bearpoppy."

5. Response to Comments of the State of Nevada Bureau of Health Planning and Statistics

Relocation of Wells will be coordinated with the Bureau of Health Planning and Statistics.

C. RESPONSE TO COMMENTS OF COUNTY AND CITY AGENCIES**1. Response to Comments of the Clark County A-95 Clearinghouse Council**

Comments noted.

2. Response to Comments of the Clark County Department of Comprehensive Planning**Trails Input**

Refer to the Response to Comments of the City of Las Vegas Department of Planning and Development in this Appendix.

Air Quality Input

Site specific dust mitigation plans for each of the proposed construction projects will be prepared and submitted to the Clark County Health District's Air Pollution Control Division for review and approval. Site specific plans will include:

- (a) The total area of land surface to be disturbed and the total area of the project site in acres.
- (b) The dust generating operation(s) and/or activities to be carried-out at the site as well as the actual and potential sources of fugitive dust emissions on the site.
- (c) A site plan showing the location of grading and/or earth moving activities, the location of ingress/egress points, and the location of parking, staging, or storage areas (including storage piles) for equipment, supplies, and/or trailers.
- (d) Control measures to be applied for all sources of fugitive dust plans or practices to be implemented during high wind events.
- (e) No oil or other chemicals or suppressants which may adversely impact groundwater quality by means of percolation or storm water runoff shall be used for dust suppression purposes.

The feasibility of requiring a snap acceleration test utilizing SAE J1667 test procedures and opacity limits of 55% for pre 1991 engines and 40% for 1991 and newer diesel engines will be explored for this project. The feasibility of requiring an inspection or certification program to insure that diesel engines used for this project are in good operating condition, with clean air filters, properly adjusted injection timing, unclogged injectors in good mechanical condition, properly operating smoke puff limiters, and proper fuel pump calibration, will also be explored.

Reference to the use of oil as a mitigation measure has been deleted.

Reference to landscaping in the air quality section of the Executive Summary has been changed to match the text in Section VI.E.2.b.(2).

Section VI.E.2.b.(2) identifies the "prompt removal of earth or other material from paved streets onto which earth or other material has been deposited" to be a mitigation measure for PM₁₀. "Deposition" has now been defined to include re-entrainment of dust on paved surfaces from construction sources.

Carbon Monoxide Analysis

The potential future CO violations identified in the Air Quality Technical Study were based on individual intersection micro analysis using worst case assumptions. Minor differences in forecast traffic distributions, vehicle mix and other model inputs could result in differences in predicted CO concentrations.

The Clark County Regional Transportation Commission is the lead agency for the implementation of Transportation Demand Management (TDM) measures in Clark County. The Nevada Department of Transportation will coordinate with the Regional Transportation commission to establish a program to measure the effectiveness of the TDM measures in the project area.

The number of PM₁₀ and CO monitoring sites in operation at present has been updated.

The text has been updated to include the December 1998 exceedences at the Sunrise Acres site.

Multi-Species Input

Comments noted. See Executive Summary.B.

3. Response to Comments of The Clark County Health District

The text and tables of Section V.E.2. of the DEIS has been corrected with the updated data provided.

4. Response to Comments of The Clark County Regional Flood Control District

Site specific storm water pollution prevention plans will be prepared for each construction project exceeding 5 acre of area as mitigation for surface water runoff. The text of Section VI.A.2 of the DEIS has been changed accordingly.

5. Response to Comments of the City of Las Vegas

Environment

- (a) See Response to the Comments of the Clark County Department of Comprehensive Planning regarding Air quality Input, in this Appendix.
- (b) The Nevada Department of Transportation (NDOT) will include Erosion Control Plans in the design of the proposed project to widen US-95.

Mitigation Measures

- (a) The widening of Martin Luther King Boulevard between Vegas Drive and Washington Avenue will be constructed under the auspices of the City of Las Vegas. A security wall adjacent to the Bonanza Village Community would reduce noise and indirect impacts from the roadway. It is one of the few neighborhoods affected by the project which does not presently have a security wall. When the widening project is constructed, a security wall will be included in the construction plans, if it is not constructed prior to the widening project. The City of Las Vegas will establish, prior to construction, whether or not a local funding contribution from adjacent property owners is warranted.
- (b) Section VI.1.3, of the EIS, last paragraph states that "work adjacent to residential areas will be scheduled for daytime hours." This statement has been modified to specify the period 7:00 AM to 7:00 PM. The EIS also states that "along US-95, where work is proposed adjacent to residential neighborhoods noise barriers will be constructed during early stages of construction so that construction can proceed behind the barriers day and night."

Night work on US-95 can substantially reduce impacts to traffic by avoiding peak commuter times. Restricting night-time work on US-95 to work zones behind noise barriers will avoid impacts to adjacent residential areas.

- (c) Where it is practical to do so, relocated electrical lines adjacent to residences will be placed underground.

Sound Barriers

- (a) Sound barriers will be constructed at the earliest possible stage, adjacent to each residential area, to minimize noise impacts during construction.

- (b) Drought tolerant landscaping will be placed along noise barriers to provide visual buffering from the perspective of adjacent residential areas. The Nevada Department of Transportation will determine, at a later date, whether to seek local funding contributions.
- (c) The selection of the material type for noise barriers will be made following Design Hearings where public input on this issue will be sought. NDOT agrees that materials and/or textures which offer graffiti resistance are preferable.
- (d) Noise levels at the hospital facilities are estimated to be approximately 66 dBA. However, no outdoor activities were noted at the hospital site and interior noise levels were estimated to be less than 52 dBA in the Noise Technical Study. Noise Impacts to the hospital facilities and the need for noise mitigation will be re-evaluated during design.
- (e) Noise barriers will be extended westerly along US-95 sufficiently to mitigate noise impacts to the residences located along the eastern edge of the Las Vegas Valley Water District North Well Field.
- (f) Noted.

Buffer Zones

- (a) NDOT must show a need in order to acquire any properties outside proposed right-of-way. As currently planned, thirteen homes on Reba Avenue, on the north side of US-95, would be outside the proposed right-of-way acquisition for widening US-95. However, these homes will face into the widened highway, facing the proposed noise barrier, without any horizontal clearance to provide even a minimal buffer area.

Realigning Reba Avenue and connecting it to Alaska Avenue to the east, as suggested, would improve traffic flow for the neighborhood north of US-95 between Jones Boulevard and Michael Way. By providing a continuous frontage road extending approximately 3/4 mile along the north side of US-95, trips to and from the east would avoid four 90 degree turns entering and exiting this neighborhood.

The current plan for widening US-95 includes the relocation of local access roads to maintain existing local circulation patterns. Improvements in local circulation, such as the one suggested, when reconstructing frontage roads, including the displacement of 13 homes on Reba Avenue, will be considered

by NDOT during design subject to concurrence by the City of Las Vegas and further community input as suggested.

- (b) This comment lacks a specific recommendation from the City. It would appear that no more than 10 of the 17 homes on the north side of Lowden would be required for the widening of US-95. There would be no apparent purpose for acquiring the remaining 7 (most westerly) homes.
- (c) The five most southerly homes on the east side of Deerbrook Lane are well outside the proposed footprint for the widened highway. NDOT does not have a "willing seller/willing buyer" program. Clark County has received authorization from the State Legislature to establish a willing seller/willing buyer program. However, the program as currently defined by Clark County is intended to provide relief for abutting property owners. The program would not be applicable to the five southerly homes on Deerbrook Lane since they are not abutting the widened highway as currently planned.

Traffic Issues

- (a) The NDOT will investigate the possibility of improving the eastbound to northbound movement between the Summerlin Parkway and US-95, including the option of a direct connection. At the present time, traffic on this movement must exit to Rainbow Boulevard and enter US-95 from Rainbow Boulevard. While the travel distance is short and reasonably direct, delays occur at two traffic signals. The proposed improvement would provide an enhancement which will be subject to value engineering.
- (b) NDOT concurs that the proposed widening of Summerlin Parkway to three lanes westbound should terminate at Rampart Boulevard with a two lane exit, one dedicated exit lane (terminating the 3-lane widened section) and one "choice" lane for through and exiting movements.
- (c) Based on public comment, NDOT concurs that the existing intersection configuration at Decatur Boulevard and Churchill Avenue will best serve the needs of the local community.
- (d) NDOT concurs that a protected sidewalk on the reconstructed Decatur Bridge will improve the safety of pedestrians accessing the adjacent Western High School.

Relocation Issues

- (a) The City is concerned that home values for potentially relocated residences may decrease during the EIS preparation and review period. The NDOT will

abide by the Code of Federal Regulations (CFR's) #49 Part 24 which is the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, As Amended. Subpart 24.103, Criteria for Appraisals, (b) specifically addresses and directs the appraiser to disregard any decrease or increase in the fair market value of the real property caused by the project for which the property is to be acquired, or by the likelihood that the property would be acquired for the project, other than that due to physical deterioration within the reasonable control of the owner. Also, pursuant to Nevada Revised Statute (NRS) 37.112, the same issues regarding increase or decrease in valuation apply.

- (b) As discussed in Section VII.H.1.a of the EIS, the Charleston Heights Neighborhood Preservation Park (Torrey Pines Park) will be reconstructed on the remainder property of the Adcock Elementary School (to be relocated) to ensure the availability of this park for the local neighborhood. The City of Las Vegas will be financially compensated for the value of existing land and park facilities to be acquired by the project. The compensation will be sufficient to allow for the replacement of park facilities.

Community Involvement

- (a) As suggested, the NDOT will establish a pro-active program to meet one-on-one with property owners and tenants who will be relocated with the proposed project.
- (b) During construction, NDOT will meet with adjacent residences and business owners and provide information about maintenance issues and contact numbers for the responsible NDOT maintenance division.
- (c) Construction schedules will be prepared after the project is approved and will be made available to the public.
- (d) NDOT looks forward to the opportunity to make presentations to the new City of Las Vegas administration with respect to this project.

Traffic comments

- (a) The Regional Transportation Commission is considering an option of a fixed guideway system in Northwest Las Vegas which would help meet the transportation needs of the project area beyond the planning horizon for this project. A possibility being considered is to extend a fixed guideway along US-95.

Along US-95, closely spaced cross streets and interchanges would necessitate an elevated fixed guideway system. With this type of system only limited ground space is required for facilities (i.e., columns) while the entire area beneath the guideway must be available for maintenance access.

With the proposed design of US-95, a fixed guideway could be constructed over planned maintenance and embankment slope areas along US-95 with maintenance areas used jointly for highway and fixed guideway maintenance. While consideration will be given to identifying space within proposed right-of-way for joint usage by highway and potential future guideway facilities, additional right-of-way and additional utility relocations which could be desirable for a fixed guideway system can not be identified at the present time without a specific guideway plan and are not included in the proposed design.

Since information is not currently available about potential fixed guideway station locations or station requirements, right-of-way for stations cannot be established at the present time. However, given the limited right-of-way available for US-95, it is likely that additional right-of-way, with potential business and residential relocations, would be required for fixed guideway stations. It is expected that this would be evaluated in further fixed guideway studies.

- (b) As suggested, the geometrics of the realignment of US-95 and the ramps at the Rainbow Interchange will be carefully studied to ensure the best possible design.
- (c) The proposed improvement appears logical and will be studied as a design option and coordinated with the owner of the development.
- (d) Concurrence noted.
- (e) The location of the US-95 and I-15 ramps on Martin L. King Boulevard were established with the studies of the Spaghetti Bowl Interchange. Progression of the signalized intersections will be considered when completing the design of the ramp reconfiguration which has already begun with Phase 2 of the Spaghetti Bowl reconstruction.
- (f) NDOT concurs with this suggestion. Full freeway lighting will increase the safety of these highways and will be included in the design.
- (g) High Occupancy Vehicle (HOV) lanes are proposed to encourage the use of carpools and multi-occupant vehicles in order to improve the person-carrying capacity of the highway. This need is greatest during peak traffic hours.

NDOT will study the possibility of reducing the vehicle occupancy requirements to use the HOV lanes during off-peak hours. However, NDOT will reserve the right to extend the multi-occupancy use hours as congestion dictates.

- (h) The proposed project includes a Freeway Management System which will include Intelligent Transportation System infrastructure. NDOT concurs that the Freeway Management System be extended to include the Summerlin Parkway. This improvement would provide additional project benefits without additional impacts.
- (i) NDOT concurs with the recommendations of the City to provide "full" standard improvements in the widening of Rancho Drive and Martin L. King Boulevard wherever justified.
- (j) The reconfiguration of the westbound Buffalo Drive exit ramp on the Summerlin Parkway will be studied and the proposed improvements included in the design if they improve the safety and operational characteristics of the interchange. There would be no impacts associated with this improvement.

Miscellaneous Issues

- (a) The land use code will be corrected.

The City of Las Vegas' support for Alternative A is noted.

6. Response to Comments of The City of Las Vegas Department of Planning And Development

The City of Las Vegas is initiating a Trails Master Plan for consideration by the City Council in December 1999. Incorporation of public trails into the proposed widening of US-95 and the Summerlin Parkway with this project would provide an enhancement not currently included in the description of the project.

As noted, to provide benefits for home-work trips, trails along US-95 and Summerlin Parkway would have to link to other trails and to the downtown area (east of the proposed project). The Trails Master Plan would hopefully address this linkage.

Right-of-way along US-95 is very limited between Rainbow Boulevard and Martin L. King Boulevard, so that with the proposed project a trail would either:

- i) Share space within proposed right-of-way with utilities, drainage facilities and maintenance roads, or
- ii) Require additional right-of-way.

At the present time it is not possible to assess the benefits of the plan, or potential impacts from the plan (i.e., additional right-of-way requirements) without additional information which has not yet been developed by the City.

Please note, the City of Las Vegas is also recommending "the preservation of a right-of-way from the downtown area to the northwest for a fixed guideway monorail system." (See City of Las Vegas, Traffic Comments, No. 1)

7. Response to Comments of the City of North Las Vegas

The comments by the City of North Las Vegas on the preliminary DEIS regarding bus turnouts and flared intersections were applicable to all street improvements, regardless of jurisdiction and was therefore added to the introductory paragraphs of Section IV.B.2.f, of the DEIS.

Comments on the preliminary DEIS from the letter of the City of Las Vegas dated January 19, 1999, were incorporated into the DEIS as follows:

- Specific corrections have been incorporated into the DEIS as appropriate.
- Descriptions of proposed street improvements are generic and have been included in the introductory paragraphs of Section IV.B.2.f.
- Year 2015 traffic volumes in the preliminary DEIS have been updated to 2020 in the DEIS.
- Further improvements to Lake Mead Boulevard, beyond those included in the Regional Transportation Plan, were not suggested or studied as part of the alternatives analysis phase of the project and are, therefore, not mentioned as alternatives studied or rejected.
- Section VI.D.7 only addresses Environmental Justice impacts to minority and low income populations, which occur south of Carey Avenue.

D. RESPONSE TO COMMENTS OF OTHER AGENCIES**1. Response to Comments of The Nevada Power Company**

The Nevada Department of Transportation is committed to coordinating with the Nevada Power Company to avoid the types of problems identified, which could otherwise lead to delays and unnecessary costs in implementing the proposed project.

The NDOT will seek City of Las Vegas cooperation in expediting the review and approval of relocation plans submitted by the utility companies.

2. Response to Comments of The Las Vegas Valley Water District

- (a) The Water District's support for Alternative A is noted.
- (b) The Nevada Department of Transportation will consider the installation of noise barriers on the south side of US-95 adjacent to the North Well Field during design.

The NDOT will seek guidance from the Federal Highway Administration in establishing noise abatement criteria associated with an appropriate site activity category and establish appropriate mitigation accordingly. Noise barriers are proposed as the most appropriate form of noise mitigation along the US-95 Corridor.

- (c) The cooperation of the Water District during the preparation of the DEIS has been appreciated. The NDOT and the FHWA will continue to coordinate with the Water District through the FEIS and Section 4(f) Evaluation process.
- (d) Because of the many Water District Facilities located in and near Valley View Boulevard, the Water District's cooperation during the proposed reconstruction of the Valley View overpass will be appreciated.

APPENDIX E

**ORAL STATEMENTS MADE AT THE
PUBLIC HEARING AND RESPONSES**



APPENDIX E.1

**ORAL STATEMENTS
MADE AT THE PUBLIC HEARING**



COPY

DESIGN

NEVADA DEPARTMENT
OF TRANSPORTATION

* * * * *

REPORTER'S TRANSCRIPT
OF

ORAL STATEMENTS
AT PUBLIC INFORMATIONAL MEETING

* * * * *

RE: US 95 ENVIRONMENTAL IMPACT STUDY

* * * * *

Wednesday, June 9, 1999
4:00 p.m. to 7:00 p.m.

Held at Clark County Health District
625 Shadow Lane
Las Vegas, Nevada

Part 1 - Reported by: Debbie F. Bartlett, CCR #62

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APPEARANCES

From the Nevada Department of Transportation:

Dennis Baughman

Kent Cooper

Steve Henson

Wayne Kinder

Keith Maki

Heidi Mireles

Marc Reisman

LoAnn Weight

From Post, Buckley, Schuh & Jernigan/NDOT:

Cathy Razor

Also Present: Vivian Wright,
English/Spanish Interpreter

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2	<u>Name</u>	<u>Address/Affiliation</u>
3	John Arfuso	101 N. Jones Las Vegas, NV 89107
4	Shondra Summers-Armstrong	1931 Fair Ave. Las Vegas, NV 89106
6	John J. Bare	209 Ramsey Las Vegas, NV 89107
7	Larry Black	1303 Western Ave. Las Vegas, NV 89102
9	Bill Bobzien	3716 Oleander Cr. Las Vegas, NV 89107
10	Judy Bobzien	3716 Oleander Cr. Las Vegas, NV 89107
12	Emelia E. Bracy	1317 Oak Tree Ln. Las Vegas, NV 89108
13	Jean Briskie	15 Amber Cr. Las Vegas, NV 89107
15	Augie Bustos	1903 S. Jones, #100 Las Vegas, NV 89146
16	Jack Campbell	(Walker Furniture) 301 S. Martin Luther King Las Vegas, NV 89106
18	Alicia V. Carroll	930 S. Martin Luther King Las Vegas, NV 89106
20	George Cervantes	400 E. Stewart Las Vegas, NV 89101
21	Steve Ciliax	1909 Bannie Ave. Las Vegas, NV 89102
23	William Ciliax	1909 Bannie Ave. Las Vegas, NV 89102
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6	Judy Novak Cornett	401 Parkway West Las Vegas, NV 89106
7	Jeri Costo	133 Narcissus Las Vegas, NV 89103
9	Bob Crockett	101 N. Jones Las Vegas, NV 89107
10	Joe Davenport	109 Deerbrook Ln. Las Vegas, NV 89107
12	Nina Davenport	109 Deerbrook Ln. Las Vegas, NV 89107
13	Rita Demetelin	15 S. Onyx Las Vegas, NV 89106
15	Clara C. Dermody	2608 La Solana Way Las Vegas, NV 89102
16	Susan Eisenberg	3385 S. Chikasaw Las Vegas, NV 89109
18	F. Robert Etor	541 S. Martin Luther King Las Vegas, NV 89106
19	Joseph Eugro	2801 Austin Ave. Las Vegas, NV 89107
21	George Fares	146 Tyler Court Henderson, NV 89014
22	Juliette Farrar	3629 W. Bonanza Las Vegas, NV 89107
24	Charity Fechter	(City of North Las Vegas) N. Las Vegas, NV 89030

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Kathy Fudi	2017 Pinto Ln. Las Vegas, NV 89106
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Fran Giaramita	110 Narcissus Ln. Las Vegas, NV 89107
Patricia Gillums	661 Desert Ln., Apt. 1 Las Vegas, NV
Angela Graan	5120 Alaska Ave. Las Vegas, NV 89107
Miguel Guerrero	113 Narcissus Ln. Las Vegas, NV 89107
Bertha Hall	10720 Button Willow Dr. Las Vegas, NV 89136
Robert W. Hall	10720 Button Willow Dr. Las Vegas, NV 89136
Vicki Hasko	3629 W. Bonanza Las Vegas, NV 89107
Lee Wayne Haynes	P.O. Box 60122 Boulder City, NV 89006
Thelma Hicks	105 Woodley St. Las Vegas, NV 89106

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Kerry Krantz	105 Holly Hock Ln. Las Vegas, NV 89107
Kim Krantz	105 Holly Hock Ln. Las Vegas, NV 89107
Alexander Labrador	9 N. Yale St. Las Vegas, NV
Tom Lane	2029 Shadow Brook Way Henderson, NV 89014
Milly E. Laizel	2615 Tyme Las Vegas, NV
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Sherry Mason	5704 Harmony Ave. Las Vegas, NV 89107
Ann McCormach	113 Dahlia Ln. Las Vegas, NV 89107
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Helen H. McKague	5608 Reba Ave. Las Vegas, NV 89107

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Lou Ellen Miller	5504 Reba Ave. Las Vegas, NV 89107
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16	Keith Rogers	(Las Vegas Review Journal) P. O. Box 70 Las Vegas, NV 89125-0070
18	Sandra S. Roof	1516 Hastings Ave. Las Vegas, NV 89106
19	Larry Rudd	121 Deerbrook Lane Las Vegas, NV 89107
21	Don Ruld	2401 Industrial Road Las Vegas, NV 89102
22	Gene Russell	114 Hyacinth Lane Las Vegas, NV 89107
24	Clare Schanutz	201 Broxton Ln. Las Vegas, NV 89107
25		

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<u>Name</u>	<u>Address/Affiliation</u>
Renate Schiff	2401 Industrial Rd. Las Vegas, NV 89102
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Theresa Swanciger	5225 Casco Way Las Vegas, NV 89107
L. Don Suttle	2407 Industrial Rd. Las Vegas, NV 89102
Mary Walling	309 Gardenia Lane Las Vegas, NV 89107
Nancy S. Walling	309 Gardenia Lane Las Vegas, NV 89107
O. C. White, Jr.	638 Lava Falls Dr. Las Vegas, NV 89110
Marie B. Wilson	3712 Oleander Cr. Las Vegas, NV 89107

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ORAL STATEMENTS

	<u>Name</u>	<u>Address</u>	<u>Page</u>
1			
2			
3	Miguel Guerrero	113 Narcissus Ln. Las Vegas, NV 89107	11
4			
5	Terry Stolz	5001 Iowa Ave. Las Vegas, NV 89107	12
6	Sheila Holder	10 Onyx Way Las Vegas, NV 89106	13
7			
8	Gene Russell aka Robt. A. Russell	114 Hyacinth Ln. Las Vegas, NV 89107	15
9	Paul Holder	10 Onyx Way Las Vegas, NV 89106	17
10			
11	James Miller	5340 Harmony Las Vegas, NV 89107	18
12	Vicki Hasko	3629 W. Bonanza Las Vegas, NV 89107	19
13			
14	Sherry Mason	5704 Harmony Ave. Las Vegas, NV 89107	20
15	Jess Meyers	1410 Western Las Vegas, NV 89102	21
16			
17	Emily Neilson	22 Tennille Dr. Las Vegas, NV 89107	22
18	Theresa Swanciger	5225 Casco Way Las Vegas, NV 89107	23
19			
20	Jackie Phillips	1100 Virginia Ave. Las Vegas, NV 89106	24
21	Shondra Summers-Armstrong	1931 Fair Ave. Las Vegas, NV 89106	29
22			
23	Patricia Jacobs	1561 Comstock Dr. Las Vegas, NV 89106	33
24			
25	NOTE: Continuation of oral statement index contained in Part 2, this booklet.		

1 Miguel Guerrero
2 113 Narcissus
3 Las Vegas, NV 89107

4 MR. GUERRERO: For the wall, sound wall,
5 to build it for the noise. I want to build the wall
6 for the noise. I agree, and I want to let them know
7 that they can do something about it, about a wall.

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1 Terry Stolz
5001 Iowa Ave.
2 Las Vegas, NV 89107
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4 MR. STOLZ: The thing that ticks me off
5 about this thing, I'm in favor of plan B. The
6 reason I am is because I was here when they built
7 that originally. When they built that originally,
8 there wasn't a word said about hurting all these
9 varments and animals and plants. Now, why are they
10 so concerned now? That's all I've got to say now.
11 I'm for B, for plan B. Okay.
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1 Sheila Holder
2 10 Onyx Way
3 Las Vegas, NV 89106

4 MS. HOLDER: I've wirtten letters, but
5 you never get any response. We have tried to sell
6 our house. It was on the market. This is the third
7 time we tried to sell it. It was on the market the
8 last time for six months.

9 Two people were interested in
10 buying it. They went down to the Highway
11 Department. The Highway Department told them,
12 "Well, there could be a ramp going up. There could
13 be a double-decker. Could be we are taking them
14 right under the freeway."

15 I don't know how they expect
16 someone to get on with their lives. We cannot sell
17 the property. The noise is unbearable. It's got my
18 nerves so bad, I can't stand it anymore. I can't
19 sleep or eat. And the smell from the fumes is
20 astronomical.

21 Nobody wants to pay attention.
22 We have gone to every single meeting and we can't
23 find out anything. And I think they need to do
24 something because we are right there on the freeway.

25 So I don't know what else to say.

1 I think that they need to tell us something so we
2 can sell our property and so I can move out of
3 there. Either that, or I guess I'll have to get an
4 attorney because I can't handle it anymore.

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1 Gene Russell aka
2 Robert A. Russell
3 114 Hyacinth Lane
4 Las Vegas, NV 89107

5 MR. RUSSELL: The thing I would like to
6 say to them, the State, I'd pay \$20,000 cash to let
7 me stay where I am. That's how much I don't want to
8 move.

9 If they want me to move, here's
10 what I have to move. I have to move three 60-foot
11 palm trees in the front of the house -- I live in a
12 cul-de-sac -- and two palm trees in the back of the
13 house.

14 There is an 1,800 square foot
15 area for the swimming pool. 93 is right there, by
16 the way. You can see the block wall. Where I live,
17 I live at the very end of a cul-de-sac. There is my
18 house right there.

19 So the only place where there is
20 a -- like the driveway right here, because I build
21 hotrods, and here is one right here. Here is
22 another one. So I need space here.

23 So then we move my satellite
24 dish, and the most expensive part of it is going to
25 be -- and I have my pool table. There has to be a
place where I can accommodate a pool table.

1 Then I have three big salt water
2 fish tanks. One is a 400-gallon salt water fish
3 tank, one is a 50-gallon salt water fish tank, and
4 one is a 100-gallon salt water fish tank, and a
5 halfway converted garage has part of the filtration
6 system. This is like \$18,000 for this stuff.
7 And then the back of the house, there is where the
8 swimming pool is. Here is the rest of it.

9 And finally, I have been there 10
10 years and I looked around and looked around and
11 found this perfect spot that's 2.6 miles from my
12 business, from my office, and I love the house. I
13 would like to stay there forever. I live by myself
14 and I would like to keep staying there, but if I
15 have to move, I would like to get a place comparable
16 to this.

17 And I have cockatiel birds in my
18 house, 18 of them. They fly free in my house. So I
19 don't want to move. I want them to pay me \$250,000
20 for the house, but I would pay them \$20,000 to let
21 me stay there. Maybe an earthquake will happen and
22 we won't even widen 93.

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24 ----o0o----

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1 Paul Holder
2 10 Onyx Way
3 Las Vegas, NV 89106

4 MR. HOLDER: Well, for two years they
5 have been going back and forth, and they were using
6 the Masonic Lodge property during the construction
7 between Rancho and Martin Luther King Boulevard.

8 As far as we're concerned,
9 they've ruined the value of our property. You can't
10 sell it. Do you know what a clouded deed is? This
11 is a clouded sale. We cannot sell as long as they
12 say they don't know if they are taking us or they
13 are not, and we could have sold it a couple of
14 times, but it's being clouded. Now, we're being
15 clouded by that, the sale. Our sale is being
16 clouded by the Department of Transportation.

17 If they are taking us, fine. If
18 they are not, fine, but don't just leave us in limbo
19 like this and torture the living hell out of us, you
20 know.

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1 James Miller
2 5340 Harmony
3 Las Vegas, NV 89107

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MR. MILLER: Definitely we need a sound wall. That's it. It's very important, and that the decibel level now is at maximum decibels where I'm at and it is unusable, my backyard.

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1 Vicki Hasko
2 3629 W. Bonanza
3 Las Vegas, NV 89107

4 MS. HASKO: We just wanted to
5 make a suggestion, that instead of leaving West
6 Bonanza open with the off-ramp there, closing that
7 street, because a lot of people make it a shortcut
8 down towards the Rancho area, especially when the
9 traffic gets backed up. And they also have a main
10 arterial, which is Washington, three blocks down.
11 So that's basically making it a cul-de-sac at the
12 end, at the end of Bonanza there right before Valley
13 View.

14 Otherwise, we like the idea of
15 the park behind us and a sound wall. They will need
16 a sound wall because we've lived over there for
17 seven years now and it's very noisy with traffic and
18 stuff. It would be nice to have something that is a
19 sound wall.

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22 ---o0o---

1 Sherry Mason
2 5704 Harmony Ave.
3 Las Vegas, NV 89107

4 MS. MASON: I've got several
5 comments. Because the proposed freeway will exceed
6 the safe DBA, I request that we have a sound wall
7 because my property butts up against the 95 freeway
8 at this time and it's already a dangerous level DBA.

9 Okay. Let's see. But what I
10 would like to do, I need a few minutes to look over
11 my notes at this time. I don't have anything right
12 now. I've just got to go over my notes. As far as
13 the sound -- I'll come back in a minute.

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15 ---o0o---

16
17 Okay. I request that the
18 dangerous electrical power lines be placed
19 underground to keep our area environmentally safe.
20 I request that the eastbound US 95 Jones off-ramp
21 have one lane so you are able to go straight to
22 Upland. When the freeway is being constructed, be
23 sure not to route traffic through neighborhood
24 streets such as Harmony Avenue. That's it.

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1 JESS MEYERS
2 1410 Western
3 Las Vegas, NV 89102

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MR. MEYERS: You are nice people,
but nobody seems to know from naddah. When you try
to make direct questioning, you can't get a totally
direct answer. I'm having a lot of trouble with
this.

There is a picture of the Martin
Luther King flyover, but we're still not sure where
the road is going over on Western. Nobody seems to
know. Everybody has a different answer.

The State doesn't agree with the
City and the City doesn't agree with the State.
It's up in the air, so I would like to move it a
little closer.

---o0o---

1 Emily Neilson
2 22 Tennille Dr.
3 Las Vegas, NV 89107

4 MS. NEILSON: It's hard to
5 believe anything that is being said because at every
6 meeting it changes, and in the long run, you will
7 end up doing what you want anyway.

8 But if I had a choice, I would
9 prefer alternate A, and I do support the noise
10 barriers. I would prefer that Alaska be landscaped
11 with trees and a walking trail, and I would like to
12 see Tennille Drive and Alaska be a dead end.

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1 Theresa Swanciger
5225 Casco Way
2 Las Vegas, NV 89107

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4 MS. SWANCIGER: I would like to
5 see the 26-foot barrier wall from Decatur to Jones.
6 That would cover my section of the neighborhood with
7 the landscaping that they are proposing in the
8 picture, and I would like to see Tennille also be
9 made into a dead end street there at Alaska with no
10 access through.

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14 ---o0o---

1 Jackie Phillips
2 1100 Virginia City Ave
3 Las Vegas, NV 89106

4 MS. PHILLIPS: I want to say my
5 name is Jackie Phillips and I am the President of
6 the Bonanza Village Homeowners Association. Our
7 association represents 200 homes in Las Vegas in the
8 area west of Martin Luther King Boulevard and
9 between the cross streets of Washington Avenue and
10 Vegas Drive.

11 We have been aware of the plans
12 to widen Martin Luther King for some time and have
13 been awaiting the completion of the environmental
14 study. We agree with the findings of the study,
15 that widening Martin Luther King on the east side of
16 the road in our area would be damaging to the
17 businesses there. Those businesses would be left
18 without adequate parking space, which could make it
19 difficult or even impossible to conduct a profitable
20 business.

21 The environmental study has
22 recommended that the widening be done on the west
23 side of MLK, which means that they will have to take
24 land from our neighborhood, Bonanza Village. While
25 we agree that this is best for the community in

1 general, we are concerned about the negative impact
2 this will have on our neighborhood.

3 Bonanza Village is a neighborhood
4 of 200 homes that sit on half acre to three quarter
5 acre parcels. The entire area is zoned for horses.
6 The area retains a rural character back to its
7 inception in 1946.

8 We have discussed the road
9 widening in our regular monthly homeowners meetings
10 and there is concern that MLK will become a noisy
11 major thoroughway which would adversely effect the
12 ability of our residents to finally enjoy their
13 homes and property. As the new road is considered,
14 the negative impacts on our community are as
15 follows:

16 The road will physically encroach
17 into what is now Bonanza Village. This means that
18 the lots along MLK will become smaller than the
19 average lots in Bonanza Village. Along with being
20 smaller, these lots will have the added burden of
21 having a busy road where their backyards used to be.

22 Of course, the homeowners along
23 MLK will need to be compensated for the loss of
24 their property, but how does one compensate them for
25 a busy road being placed in their backyards?

1 Number two, the road will carry a
2 greater traffic load than it currently does. The
3 point of the widening is to move a larger volume of
4 traffic through there. More traffic means more
5 traffic impact on our neighborhood.

6 Number three, the noise,
7 pollution, and visual impact of the traffic will be
8 negative for our neighborhood. By visual impact, we
9 mean high trucks being seen not only from Sharon
10 Road, but from other streets in Bonanza Village as
11 well. The increased noise, pollution, and visual
12 impact of traffic will not enhance our ability to
13 quietly enjoy our property and will decrease the
14 resale value of our property.

15 Number four, our neighborhood is
16 unquestionably the best neighborhood in what is
17 known as the old west side of Las Vegas. The west
18 side is composed of a population that is 70% black
19 and 30% other. Within this west side area, there is
20 an abundance of low income housing. Many of these
21 projects are government funded and others are
22 private.

23 Bonanza Village fills a needed
24 niche in the community in that this is the only
25 place on the west side where youth from low income

1 families can rub elbows with wealthy families from
2 their same ethnic background. It would be difficult
3 to over emphasize the positive effect on youth of
4 having a racially diverse, yet wealthy neighborhood
5 in their area.

6 There is only one Bonanza Village
7 on the west side. We are here for ourselves, but
8 also as an example for the greater community. So
9 anything that negatively impacts this community
10 chips away at a powerful social example of success.
11 We do not want to see Bonanza Village compromised by
12 every new project that comes along on our border.

13 As a result of these undesirable
14 impacts on our community, we request the following,
15 that a 10-foot high sound wall be constructed along
16 Martin Luther King Boulevard between Washington
17 Avenue and Vegas Drive and that this wall be funded
18 as part of the widening project.

19 Since this widening project will
20 have a negative impact on our neighborhood and our
21 ability to enjoy it, there needs to be some benefit
22 that the project imparts to Bonanza Village. We
23 feel it is unreasonable to expect us to accept the
24 negative impacts with no positive benefit being
25 offered.

1 To summarize, we agree with the
2 environmental study, that widening MLK on the east
3 side is not wise. Furthermore, we recognize our
4 social responsibility to refrain from fighting a
5 project that is in the best interest of the City of
6 Las Vegas even though it will have a negative effect
7 on our neighborhood. Therefore, we request that you
8 fund a 10-foot sound wall along MLK as a means of
9 compensating Bonanza Village for the negative impact
10 from the road widening.

11 And that's Jackie Phillips,
12 President.

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1 Shondra Summers-Armstrong
1931 Fair Ave.
2 Las Vegas, NV 89106

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4 MS. SUMMERS-ARMSTRONG: Mr. Daryl
5 N. James, P.E. Chief, NDOT, Environmental Services
6 Division, 1263 South Stewart Street, Carson City,
7 Nevada, 89712.

8 Dear Mr. James: I am a resident
9 of Bonanza Village as well as the Secretary of the
10 Bonanza Village Homeowners Association. Our
11 association is a compilation of the residents within
12 the boundaries of Bonanza Village, paren, which is
13 bordered to the south by Washington Avenue, to the
14 north by Vegas Drive, to the east by Martin Luther
15 King Boulevard, and to the west by Tonopah Avenue,
16 end paren, as well as neighbors from the surrounding
17 area. We have formed a coalition to address the
18 needs and concerns of the residents in our area.

19 Our community has been concerned
20 about the widening of Martin Luther King Boulevard
21 for some time. Although we have heard rumor of the
22 widening for more than two years, this is the first
23 official forum we have addressed with our concerns.

24 The environmental impact study
25 prepared by the State of Nevada expresses concern

1 that taking land from the minority businesses to the
2 east of Martin Luther King between Vegas Drive and
3 Washington Avenue would be detrimental to the
4 survival of these businesses. The residents of
5 Bonanza Village fully agree with this assessment.

6 It is my understanding that the
7 residents of Bonanza Village whose property borders
8 on the west side of Martin Luther King Boulevard are
9 willing to allow the taking of the proposed 20 to
10 25 feet in exchange for just financial compensation.

11 However, we feel it only
12 equitable that the widening project include
13 construction of a sound barrier wall as further
14 mitigation of noise abatement.

15 We look to other projects as
16 precedent for similar mitigation, specifically the
17 widening of Lake Mead Boulevard in North Las Vegas
18 from Eastern Avenue east to Pecos Road.

19 Bonanza Village is a unique
20 community in that the more than 60 acres that
21 constitute its boundaries are zoned rural estates.
22 We are a small rural community in the urban center.
23 We live in Bonanza Village because we enjoy the
24 sense of community we feel here as well as the
25 convenient locale.

1 The Bonanza Village Homeowners
2 Association has worked diligently with the City of
3 Las Vegas Special Improvement District and our
4 elected representative, Councilman Gary Reese, to
5 form an SID that would assist us in constructing a
6 security wall around the perimeter of our
7 neighborhood. This SID was approved in the fall of
8 1998 by the City of Las Vegas -- I'm sorry -- by the
9 Las Vegas City Council, and construction is slated
10 to begin sometime late this year.

11 Throughout this process in
12 meetings with Councilman Reese, Richard Geocke,
13 G-e-o-c-k-e, Director of Public Works, Michael
14 Thompson, Senior Engineer, and Bryan Scott, Deputy
15 City Attorney for the City of Las Vegas, our
16 association has been adamant in our concern that the
17 security wall not be constructed with funds we must
18 reimburse to the City only to be torn down when
19 Martin Luther King Boulevard is widened.

20 We have been assured on more than
21 one occasion that coordination between the two
22 projects would take place. However, to date, we
23 have not seen evidence of that coordination.

24 I'm here today to report that the
25 residents of Bonanza Village support the efforts of

1 Patricia Jacobs
2 1561 Comstock Dr.
3 Las Vegas, NV 89106

4 MS. JACOBS: Basically, the
5 Bonanza Village Homeowners Association believes that
6 since all of the land that is going to be taken for
7 the widening of Martin Luther King between Vegas
8 Drive and Washington, since they are going to be
9 taking it all on the residential side and none of it
10 on the business side, we believe that the City
11 should pay for the wall that is going to be
12 installed on that portion where it is being widened.
13 In other words, from Vegas Drive down to Washington.

14 Bonanza Village Homeowners
15 Association has formed an SID, a special improvement
16 district, to put an eight foot wall around the
17 entire community, but in particular that
18 eastern-most boundary.

19 Originally, we did not know about
20 the widening of Martin Luther King. Once we found
21 out about it, we feel it is only right, whoever is
22 funding this and proposing this, the widening, that
23 they bear the expense of the wall on that
24 eastern-most part.

25 Thus, by reducing the amount that

1 each one of the people in the Bonanza Village
2 Homeowners Association has to bear, the expense
3 could be reduced.

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NEVADA DEPARTMENT OF TRANSPORTATION

REPORTER'S TRANSCRIPT
OF

ORAL STATEMENTS AT PUBLIC INFORMATIONAL HEARING

RE: U.S. 95 ENVIRONMENTAL IMPACT STUDY UPDATE

* * * *

Wednesday, June 9, 1999
4:00 p.m. to 7:00 p.m.

Held at Clark County Health District
625 Shadow Lane
Las Vegas, Nevada

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PART 2

REPORTED BY: STELLA BUTTERFIELD, CCR #7

BUTTERFIELD & BUTTERFIELD
General Court Reporting Services
P.O. Box 15
Las Vegas, Nevada 89125
(702) 382-7861

A P P E A R A N C E S

From the Nevada Department of Transportation:

TED BENDURE	Carson City
DENNIS BAUGHMAN	Carson City
GLENN PETRENKO	Design
CHRIS PETERSEN	Design
FRANK CSIGA	Design
BERNARD PONTI	Bridge
JOE FREEMAN	Las Vegas
JEFF BAST	Right-of-Way
STEVE HENSON	
KENT COOPER	
LUANN WEIGHT	
GENE WEIGHT	

From Nevada Environmental Coalition:

ROBERT W. HALL

From Louis Berger & Associates:

SYDNI DUDLEY

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P.O. Box 15

Las Vegas, Nevada 89125

(702) 382-7861

ORAL STATEMENTS

<u>Name</u>	<u>Address</u>	<u>Page</u>
JAMES MILLER	5340 Harmony Way Las Vegas, NV 89107	39
KIM KRANTZ	105 Hollyhock Lane Las Vegas, NV 89107	40
SANDRA GARRETT	10325 Snyder Avenue Las Vegas, NV 89134	41
AUGIE BUSTOS	1903 S. Jones Blvd. #100 Las Vegas, NV 89146	42
JEAN BRISKIE	15 Amber Circle Las Vegas, NV 89106	44
DR. ROBERT K. ETOR	541 S. Martin Luther King Blvd., Las Vegas, NV 89016	45
LEE HAYNES	P.O. Box 60122 Boulder City, NV 89006	47
JUANITA CLARK	137 Lorenzi Las Vegas, NV 89107	50

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6

PUBLIC STATEMENTS

JAMES MILLER

5340 Harmony Way
Las Vegas, Nevada 89107

MR. MILLER: I am recommending a children's playground at the end of Nigul Way, facing the highway, with appropriate landscaping. It is further recommended that this area be partially covered facing the highway side for the northwest juncture with some kind of grass, play-grass cover. It's a small area. Further, for this to be lighted during children's hours.

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KIM KRANTZ

105 Hollyhock Lane
Las Vegas, Nevada 89107

MS. KRANTZ: We want to make sure if that which is A, that there's a sound barrier that is compliant with the one that is on the lowest part of the houses on Mesquite, the one already built on the pole. They are taking four houses off of our cul-de-sac, the 26 foot tall sound barrier wall.

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1 SANDRA GARRETT

2 10325 Snyder Avenue
3 Las Vegas, Nevada 89134

4 MS. GARRETT: I have a problem with where they're
5 putting the Martin Luther King flyover. It is going to take
6 all of our business that we rent. We rent office buildings.
7 They will take the back end and the front end in the flyover.
8 If they move over to the Wall Street there is nothing on that
9 land at Wall Street and Western. There is an empty lot that
10 is right across from what used to be the laundry. There is
11 nothing there, but they are going over to the other side and
12 they're going to take a lot of our land and our livelihood
13 and I am sure you don't plan on paying us what it is worth.

14 Our business is Las Vegas Golf and Country Club.
15 That is the name of the building.

16 I'm not happy with how they do this.

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1 AUGIE BUSTOS

2 1903 South Jones Blvd. #100
3 Las Vegas, Nevada 89146

4 MR. BUSTOS: My name is Augie Bustos. My telephone
5 number is 368-4439. I own 10 houses at Alta and Rancho. The
6 one they are taking - 426 Arnold, and I want to make a
7 comment that they violated the Constitutional rights of the
8 individuals on the north side of Alta, 14 homes, and they
9 have taken my house and not given me one dime for it. And I
10 still have mortgage payments.

11 I did take them to the Supreme Court and we are
12 exposing this project next week to the public on TV-8 on how
13 the City has bullied the public and taken property without
14 payment or just compensation.

15 We have an appraisal of \$190,000 and they refused to
16 pay because the City has ripped off 10 other homeowners in
17 the neighborhood and has violated the City Building
18 Department on four - on the houses across the street which I
19 think is probably 425 Arnold, according to the Planning
20 Department.

21 Beverly Francy of the Acquisition Services negotiated
22 a house to remain on Alta with a five-foot set-back with the
23 front door opening onto the sidewalk. This is a total
24 violation of the City of Las Vegas building code. We plan on
25 exposing these discrepancies to the public next week.

They paid my tenant 7,000 to move in November of 1998

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1 and we have been without rent for six months and have been
2 having to make the payments. This is Gestapoism.

3 And Bob Peterson at 425 Beaumont is my next-door
4 neighbor and is a senior citizen and they have literally
5 evicted him from his house with no money.

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JEAN BRISKIE

15 Amber Circle
Las Vegas, Nevada 89106

MS. BRISKIE: It's hard to explain. I live in the same general area, and where I live I am backed up to 95, before Rancho Road. They have already put up the retainer wall, or the sound wall. Right behind my wall there is a drainage ditch and I have a concern that once they cover that drainage ditch, that we're going to have a homeless population problem there. Because it's going to be a closed-in area.

You have the sound wall. You have our back wall and you are going to have a covered culvert. And my concern, when you have covered area who is going to maintain it and make sure it is going to be free of homeless people. That was my biggest concern.

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(702) 382-7861

1 DR. ROBERT K. ETOR

2 541 South Martin Luther King Blvd.
3 Las Vegas, Nevada 89106

4 DR. ETOR: It is Wednesday, June 9th, 1999, anno
5 domini, and I am back here looking at the same pictures,
6 drawings, sketches, photographs as I did down at Cashman
7 Center on Tuesday, December the 3rd, 1991. And I do not see
8 anything different than I did then, which leads me to believe
9 that nobody knows exactly what is going to happen, and if
10 it's going to happen, when will it happen. Everybody seems
11 to say that somebody else is in charge of another area and I
12 do not honestly think that five years from now it will not be
13 any different.

14 My first recollection of all this starting was in
15 1990 - '91. And I don't think in 2005 it will be any
16 different.

17 I am 77 years of age and I just hope I'm around when
18 something does happen, but you know what my longevity is
19 going to be. And I do keep track of all telephone calls,
20 notices I get in the mail, or even in the newspaper, such as
21 the one last night.

22 And I don't think you are going anywhere very fast
23 with this project, or shall I say these projects, because
24 somebody is always pumping any question I might have to
25 somebody else who will pump it to somebody else, and so on
and so on down the line.

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1 Thank you very much for your time and patience, but
2 at this stage, I'm the one who is running out of patience.

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General Court Reporting Services

P.O. Box 15

Las Vegas, Nevada 89125

(702) 382-7861

1 LEE HAYNES

2 P. O. Box 60122
3 Boulder City, Nevada 89006

4 MS. HAYNES: I have several questions concerning the
5 draft Environmental Impact Statement. I have read all the
6 material through extensions at the library. On the basis of
7 my analysis of this statement, I find that there is no
8 significant difference in air quality or soil conservation
9 and aesthetics between the old option ARV and the most
10 present option which is only marginally addressed by this
11 study.

12 For instance, the old option A in the periods that
13 they give extending to 2020 would only reduce air pollution
14 of the elements I studied one day -- one point of a novel
15 option.

16 The economic impact on the City of Las Vegas, which
17 90 percent of the building would occur not at Rainbow
18 Boulevard to Martin Luther King, and the economic impact
19 would be heavier, with Las Vegas and the County being in
20 serious non-compliance as to carbon monoxide and the
21 particles already there on the verge of serious non-
22 compliance with nitrogen oxides.

23 There is no way under the existing federal law that
24 this can be built with federal money participation.

25 And we thoroughly intend to go into court on this
matter if the social consequences of this is going to

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1 displace people in lowest economic strata of Clark County, as
2 well as the businesses and industries they service.

3 I do question the projections as to the amount of
4 traffic that can be handled, as to who will actually be using
5 this increased roadway and I find all together too many
6 references to quote, "it is assumed", particularly within the
7 air quality portion of the draft statement.

8 Lastly, the question of the Axel (phonetic) Building,
9 I find from long experience with highway construction that it
10 seems to be very poorly designed. It will be obsolete within
11 five years after the projected completion date. And the cost
12 I think is clearly understated as to right-of-way acquisition
13 and as to construction costs.

14 I can find no portion of the plan that really
15 addresses what I understand the scoping arrangement to be.
16 Nothing puts the device parts of this plan together. The
17 beltway and other improvements, already financed and already
18 on the drawing board that will be completed many years before
19 this widening project, are not being given a chance to see if
20 that will actually alleviate the congestion on U.S. 95 before
21 the expansion of this project is initiated.

22 180 some-odd businesses and homes are going to be
23 taken by eminent domain at a reduced market assessment.

24 There has never been a fair market assessment domain
25 in our existing Clark County, Nevada. And I am in complete

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1 disagreement with this format for a hearing. I do not
2 believe it conforms to the requirements of the code of
3 Federal regulations.

4 I am firmly on the side of no build at this time.
5 The needlessness of this project is very apparent to me as
6 well as to the others. Build Plan A addresses many different
7 arrangements of this plan.

8 I think it goes from A through H. Nothing in this
9 statement addresses what happens if one of these elements of
10 the plan is not accomplished, such as increased mass transit,
11 traffic management and the dedicated and contraflow lanes and
12 highway operating vehicle lanes.

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1 **JUANITA CLARK**

2 137 Lorenzi
3 Las Vegas, Nevada 89107

4 MS. CLARK: This statement is from a group called the
5 Charleston Neighborhood Preservation. We represent the group
6 at this time, June 9, 1999, and the phone number and fax
7 numbers are the same, 702-877-2438.

8 Notice to the Nevada Department of Transportation:
9 With regard to the widening of U.S. 95, we request that you
10 advise the contractors for that project that as homeowners we
11 reserve all of our rights to the quiet enjoyment of our homes
12 and properties. We request that all construction be
13 conducted in a manner that will not result in a common
14 nuisance or any other intentional tort, such as assault with
15 deadly dust or air pollution.

16 We reserve all the rights to take legal action should
17 any contractor impinge on any of our rights. See Lockwood
18 versus Seeno Construction, Case Number 85-4209, filed May 9,
19 1985 in the Second Judicial District Court of the State of
20 Nevada in and for the County of Washoe.

21 In addition to the above Notice, this CNP Board
22 submits the following four pages to the Nevada Department of
23 Transportation, which were submitted to the City of Las
24 Vegas, U.S. 95 Citizens Review Committee on the 11th of May,
25 1999, now as a notice.

There are four additional pages to follow as

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1 inclusions for a total of five pages.

2 The Board members of both Charleston Neighborhood
3 Preservation and Concerned Citizens Against the Expansion of
4 U.S. 95 have met to compile and present some of our concerns
5 to your committee.

6 **Hazardous Materials:** Electric power wires currently
7 above ground which need to be moved for the widening of U.S.
8 95 highway must be placed underground. Commercial traffic
9 must be prohibited by Nevada along all sections of U.S. 95
10 between 7:00 a.m. and 7:00 p.m.

11 Nuclear products, by-products and material which can
12 poison people when the product is burned or exposed to the
13 air must be prohibited on Highway U.S. 95 at any time. The
14 penalty is the ban of any of this company's vehicles in Clark
15 County.

16 Dust and nitric oxide levels in the air we breathe
17 must be half of the Environmental Protection Agency
18 standards. The penalty for Clark County is no new build
19 permits.

20 **Buffer Zone:** Landscaping with five gallon box trees,
21 shrubs, and/or equivalent screening properties with desert
22 landscaping placed on a berm is required where a sound wall
23 faces a residential or commercial area, whether a front or
24 back yard situation.
25

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1 **Sound Walls:** Must be fireproof, secure and graffiti-
2 resistant and sound-absorbent with a berm or buttress on both
3 sides.

4 The number of vehicles may increase, which mandates
5 a height to provide a safe level of noise for residents at
6 the highest number of vehicles projected for these ten lanes.
7 26 feet was suggested by Louis Berger and Associates, Inc.
8 However, we were not informed that this height would produce
9 safe noise levels ten years after the opening of ten lanes.
10 Therefore, we suggest double walls or more height.

11 Wall completion prior to any road work is essential.

12 Construction demolition causing noise above 58
13 decibels must be performed during daylight hours.

14 Noise flows around the ends of the walls. This
15 hazard to health must be mitigated by a southward extension
16 of the east end of the wall to Mesquite Avenue as on map
17 figure V-17 while the adjoining westbound wall must continue
18 to Valley View Boulevard as on map figure V-16.

19 Map figure V-1 shows the noise mitigation wall
20 terminating before Craig Road. If additional building is
21 planned, these walls must be built before Ann Road
22 construction with northerly extension wall easement provided.

23 **Air Quality: Dust:** Mother Nature has a crust on the
24 surface of desert soils which prevents dust/PM-10. Clark
25

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1 County Commissioners and city representatives of Mesquite,
2 North Las Vegas, Las Vegas, Henderson and Boulder City must
3 limit the number of acres in the County that can have that
4 crust removed at one time. Same representatives must impose
5 and enforce a time limit between that removal and the new
6 landscape/building. If building permits stopped today, 2.7
7 years are needed for the five inspectors to complete the
8 current permits. Monetary fines are of little or no
9 deterrent.

10 **Poison:** Nitrogen oxide is created when the engine
11 spark ignites the gas as it meets the air. Additional
12 noxious chemicals are formed, the ground level ozone becomes
13 more concentrated as the sun rays intensify.

14 The number of gas engines operating determines the
15 density of noxious air. The lower the elevation in the
16 valley, the more poison in the air as wind more effectively
17 blows across the higher elevations to carry the top level of
18 pernicious air out of Clark County. This poison air is
19 concentrated along the root of gas engines in operation as
20 well as the lower elevations.

21 2400 feet is the elevation at Rainbow and U.S. 95,
22 with 2041 being the elevation at the I-15
23 interchange/Spaghetti Bowl, a drop of 359 feet, or 45 stories
24 for a building.

25

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1 Moving along U.S. Highway 95 and downhill, there are
2 seven sites where tender lungs draw in air as fast and as
3 deep as possible.

4 Adcock Elementary School playground and Charleston
5 Neighborhood Park, two soccer fields, Garside Middle School,
6 P.E. field and baseball diamond, and Western High School
7 athletic field, a portion of this to be taken for right-of-
8 way; Mirabelli Park Community Center and park with "kiddie"
9 area adjacent to U.S. 95, and Ruth Fyfe Elementary playground
10 and Lorenzi Park with four baseball diamonds and four soccer
11 areas.

12 1900 is the elevation at Cashman Field, the limit of
13 my topographical map. You figure the depth of the polluted
14 air.

15 Clark County Commissioners with City Councils and
16 their mayors must choose gas engine alternatives to move
17 people in this bowl -- valley of pernicious, dusty air.

18 One suggestion presented to the Regional
19 Transportation Commission of Clark County - every government
20 employee, in order to maintain employment, must get from home
21 to work and back by foot, bike, bus or in a gas engine
22 vehicle with at least three other persons. People-mover
23 systems not using gas engines are available.

24 **Access:** This includes air quality, aesthetics, land
25

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1 use and noise, emotional, social and physical health, but not
2 limited to these.

3 Roadways out of the Las Vegas Valley are two; U.S. 95
4 is the single focus of funds. Desert Inn is planned to
5 connect with the west perimeter beltway, which connects to I-
6 15, only the second way out of our valley.

7 **Modest Route Changes:** Includes access as well as all
8 other areas of impact. Our preferred change is the No Build,
9 which translates to not widening U.S. 95 between Rainbow and
10 the I-15 interchange, while improving efficient routes to the
11 Beltway with the widening of 15 and 95 highways at the city
12 limits and beyond.

13 NDOT and FHWA map figures V-11 and V-12 show a
14 proposed frontage road parallel to U.S. 95 from Yale to Kayak
15 Streets. Lengthening this road west to Orland Street would
16 provide the needed buffer zone to widen U.S. 95 horrors by
17 eliminated homes on Reba Way, where residents would have a
18 "sound wall" in their faces. One of these residents suffered
19 a heart attack during the March 1999 U.S. 95 Citizens Review
20 Meeting in Las Vegas City Hall chambers and was pronounced
21 dead that evening.

22 Decatur interchange reconfiguration proposals will
23 impose cruel and disastrous results to all businesses in the
24 Decatur Crossing Shopping Center as well as Hearing by
25

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1 Design, Red Lobster, Margison's Allstate Insurance and Port
2 O' Subs.

3 Hundreds of residents, especially those on Minnesota
4 and Churchill Streets will have access out of their
5 neighborhood only by meandering for a mile and more through
6 it.

7 We recommend the Churchill access and traffic signal
8 remain as it is today since the proposed median will prevent
9 efficient and effective traffic flow.

10 Students crossing the Decatur overpass can be
11 protected by a pedestrian walkway over the freeway, enclosed
12 as at I-15 and Tropicana; a wise expenditure of monies rather
13 than a "median" for this area.

14 **Relocation:** We recommend that the Las Vegas
15 Councilmen and Mayor inform the residents that the only two
16 booklets which Nevada Department of Transportation Right-of-
17 Way Nevada Division personnel may distribute to them are
18 Relocation Assistance in Nevada, and Nevada Highways and Your
19 Property. They are from the Federal Highway Administration.

20 We are really concerned that anybody -- if this goes
21 beyond relocation, we recommend that the Las Vegas councilmen
22 and Mayor inform the residents.

23 The Mayor and councilmen must also share the brutal
24 facts that individual negotiations are whatever the homeowner
25

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1 physically, emotionally, psychologically and intellectually,
2 as well as financially can withstand.

3 The councilman and Mayor must send notice to those
4 homeowners in the right-of-way that all conversations with
5 Right-of-Way agents at any time should be recorded which will
6 provide the homeowner assurance that he or she did not hear
7 what he or she thought was heard, even though those
8 statements are later re-explained by Right-of-Way agents.

9 We agree that the general relocation pamphlet has
10 insufficient information, and that of course is precisely the
11 intent.

12 We agree that workshops, information sessions and
13 seminars must be offered by the Nevada Department of
14 Transportation.

15 We most highly recommend that NDOT publish a
16 newsletter delineating acquisition schedules, updates of
17 information, which they will then mail monthly to each
18 homeowner in the proposed right-of-way, as well as to those
19 homeowners to be impacted by this proposed widening of U.S.
20 95.

21 FHWA possibly will not allow these meetings to be
22 held. However, we are impressed that the U.S. 95 Citizens
23 Review Committee acknowledges that this is the honest and
24 just thing to do.

25 The Charleston Neighborhood Preservation and

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1 Concerned Citizens Against the Expansion of U.S. 95
 2 respectfully request that these four pages of comment to be
 3 accepted by the U.S. 95 Citizens Review Committee and
 4 presented to the City Council with those comments of other
 5 interested residents.

6 And it is signed, with sincerity, Vicki Arnold,
 7 Charleston Neighborhood Preservation secretary.

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NAME	ADDRESS	CITY	ZIP	PHONE
Manuel GUERRERO	113-NARCISUS LN	LV	89107	870-8693
Elaine Carlson	5204 Harmony	LV	89107	870-5305
Henry Kwanze	105 Holly Hick Ln	LV	89107	870-4829
Cathy Rogers Ames Miller	PBST / US 95 Project 5340 Harmony	LV	89107	486-3530 870-5507
John Pina	2609 AUSTIN AVE	LV	89107	698-7425
Kevin Rhodes	1655 E. SAHARA	LV	89104	733-9826
Sandra S Post	1516 Stratford Ave	LV	89106	383-9130
GENE RUSSELL	114 HYACINTH LANE		89107	258-6969 878-8222
Rick Mastindale	100 Reese St	L.V.	89107	870-6016
Augie Bustos	1903 So. Jones #100	LV	89149	368-4439
Bertha & Harry Sloan	2021 Cotta Dr.	LV	89106	382-5805
Leil + Kathy Fredi	2017 Pinto Ln.	LV	89106	382-8470
Patricia Hall	10720 Sutton Willow Dr	LV	89134	360-3118

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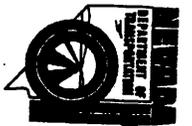
US 95 DEIS Hearing
 Held at Garside Middle School
 Thursday, June 10, 1999

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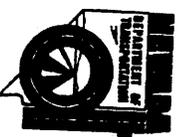
NAME	ADDRESS	CITY	ZIP	PHONE
Denate Schiff	2401 Industrial Road	LV	89102	382-8695
Vicky L. Hasko	3625 W Bonanza	LV	89107	259-3813
Wayne Kinder	1421 Bolero Ct.	Carmichael	99703	912-6538
Mary Walling	359 Gardner	LV	89107	688-2899
LEE WAYNE HAYNES	PO. Box 60122 Boulder City, NV 89001	Boulder City	89006	288-9188
Angela Grant	5100 Alaska Ave LV NV 8	LV	89107	359-9779
Jadkie Phillips	1100 Virginia Rd	LV	89106	(648-727)
Edwin PARKER	1810 SILVER AVE	LV	89102	878-8252

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NAME	ADDRESS	CITY	ZIP	PHONE
Susan Eisenberg	3388 S. Chikaraas	LV	89119	733-6297
THELMA HARRIS	105 WOODLEY ST	LV	89106	388-7042
Kim Krawley	105 HOLLYHOCK LN	LV	89107	870-8101
ALBERT BRADY	105 WOODLEY ST	LV	89107	384-8098
Dennis Ranso	3121 S. Troper	LV	89128	256-7396
Tom Lane	2029 Shadow Brook Way	Henderson	89014	454-2729
Joss H Meyers	1410 WESTERN	LV	89102	384-2500
MARION L. MEYERS	4890 W. GILKREAN RD	LV	89139	645-6095
Paity Peterson	2801 Austin	LV	89107	647-3187
ROBERT W. HALL	10720 BERTON WILSON DR	LV	89139	360-3118
Emelia S Krawley	1317 OAK TREE LN	LV	89108	
JOND S BARE	2009 RAMSEY	LV	89107	645-2869

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NAME	ADDRESS	CITY	ZIP	PHONE
Joe & Nida Davenport	109 Deerbrook Ln		89107	875-5783
LOU ELLIEN MILLER	5504 REBA AVE		89107	878-5249
Marc Reisman	NDOT - PDOLV			
Teri Costo	133 Narcissus		89103	870-8793
DEBBIS BAUGHMAN	NDOT/CAESAR CITY			888-7440
Erin-Lyn V. Woodson	22 Tennille Dr	LV	89107	870-8284
John P. O'Leary	2204 SIERRA HEIGHTS	LV	89134	233-8207
TIM CRANDOFF	2320 PRSED DEZ FRADD #201-A	LV	89102	734-5678
SP KATHY MC BRIDE	350 CENTURY PARK W. LAS VEGAS NV	SVC	84115	435-673-0099
Nancy S. Walling	309 GARDENIA BLVD	LV	89101	664-48-2899
LARRY R. JOHNSON	2110 CLUB MARISSA DR	HENDERSON	89014	897-3151
David [Signature]		LV	89126	870-9298
Shonda Summers-Hurst	193 Fair Ave	LV	89106	483-9372

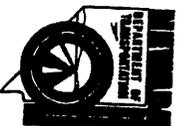
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NAME	ADDRESS	CITY	ZIP	PHONE
Amy McCormack	113 Dahlia Ln	LV	89107	459-2399
John Alessio	101 H. Jones	L.V.	89107	870-5901
DALE POPE	1961 OPHIR Dr.	L.V.	89106	646-5412
Patricia Mandy	32 Honey Locust Dr	NLV	89031	642-5032
Steve Miller	1929 Bonnie Ave	LV	89102	
Jack Campbell - Walker Farm	301. So. Milk	LV	89106	384-9300
L. Don SUTTE	2407 INDUSTRIAL RD	LV	89102	382-7342
Kirk Rogers/Las Vegas Roman-Sumner	P.O. Box 70	LV	89125-0070	383-0328
LARRY RUD	121 DEERBROOK LN	LV	89107	878-9176
Sumaria York Prosevation	1375 S. Lorenzi	LV	89107	877-2438
Bonnie Novak	521 PARKWAY E	LV	89106	382-3328
PATRICIA JACOBS	1561 GUNSTOCK DR	LV	89106	636-6466

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NAME	ADDRESS	CITY	ZIP	PHONE
Patricia Williams	1061 DESERT LANE APT 1	LV	NV	
Charity Feunteun	CITY OF NORTH LAS VEGAS	LV	NV	
William G. Fawcett	2615 TYLER			
Alexander L. Fawcett	9 N. YALE ST.	LV	NV	
William G. Fawcett	1909 BAYVIEW	LV	89102	
George Fawcett	146 TYLER COURT	Henderson	89014	
FRANK MOKI	NDBT	Carson	89712	
CARL E. McKAGUE	5608 REBA AVE	LV	89107	
TERESA SWANICK	5325 CASPER WAY	LV	89107	870-1670
Clara E. Almondy	2608 S. ARDEN WAY	LV	89102	
Debra V. Connolly	930 S. MARTIN KING	LV	89102	
JUDY MARK GONET	401 HONOLULU WAY		89106	
RICK NIELSEN	3056 GANNETT CT	LV	89121	

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NAME	ADDRESS	CITY	ZIP	PHONE
James Stinson	431 W. 7th St.	L.V.	890014	(813) 622-1254
Bob Crockett	101 N. Jones	L.V.	89107	702 870-5901
Steve Ford	10325 Sycamore	L.V.	89134	702 257-2924
MIRA PONTSLER	CITY OF LAS VEGAS 631,641, 651 Desert Ave	L.V.	89101	229-2324
Thomas Robertson	3400 Miramar Dr.	L.V.	89108	362 1308
Sharon Meason	5204 Harmony Ave	L.V.	89107	645-1118
Jane A. Redinger	911 N.V.			258-4673
Jean Briski	15 Amber Cir	L.V.	89106	388 8415
F. Robert Eitel	541 So. M.L.L.	L.V.	89106	383-4080
Robert Suggs	2801 Austin Ave	L.V.	89107	647-3187
John H. McKeague	5608 Kaha Ave	L.V.	89107	878-5689
Bill Bobbitt	3716 Alexander C. Ln	L.V.	89107	259-7287
Steve				

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REPORTER'S TRANSCRIPT
OF
ORAL STATEMENTS
AT PUBLIC INFORMATIONAL MEETING

* * * * *

RE: US 95 ENVIRONMENTAL STUDY

* * * * *

Thursday, June 10, 1999
4:00 p.m. to 7:00 p.m.

Held at Garside Middle School
300 S. Torrey Pines Drive
Las Vegas, Nevada

Reported by: Debbie F. Bartlett, CCR #62

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Jean E. Allen	313 Talmage Cr. Las Vegas, NV 89107
JoMar Alwes	8600 Starboard Dr., #1133-17 Las Vegas, NV 89117
Artis Anderson	210 Upland Blvd. Las Vegas, NV 89107
Joyce Anderson	3009 Austin Ave. Las Vegas, NV 89107
Tom Anderson	3009 Austin Ave. Las Vegas, NV 89107
James L. Andrews	6521 Lauden Ln. Las Vegas, NV 89107
Carmen Annillo	108 Chason St. Las Vegas, NV 89107
Joan Annillo	108 Chason St. Las Vegas, NV 89107
Earl Anson	11 Amber Circle Las Vegas, NV 89106
Vicki Arnold	6724 Papyrus Cr. Las Vegas, NV 89107
Gerd Axen	3637 Ian Thomas St., #101 Las Vegas, NV 89129
Margaret Artken	(no address provided)
William Autlens	6320 Arlington Las Vegas, NV 89107
Richard Baldwin	6432 Mecham Ave. Las Vegas, NV 89107
Ruby Baldwin	6432 Mecham Ave. Las Vegas, NV 89107

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Shawn Barasky	2700 W. Sahara Las Vegas, NV 89102
Merlin M. Barnes	104 Chason St. Las Vegas, NV 89107
John Bayer	2401 W. Bonanza Las Vegas, NV 89107
Janet Beal	6600 Lowden Las Vegas, NV 89107
Moe Beal	6600 Lowden Las Vegas, NV 89107
Thelma Beck	6244 Garwood Las Vegas, NV 89107
Valerie Beck	301 A Brookside Ln. Las Vegas, NV 89107
William W. Belick	6252 Parsifal Pl. Las Vegas, NV 89107
Gordon Bender	6260 Garwood Las Vegas, NV 89107
Yvonne Bender	6260 Garwood Las Vegas, NV 89107
Roger Boiselle	500 Carpenter Dr. Las Vegas, NV 89107
Barbara Bolick	6252 Parsifal Pl. Las Vegas, NV 89107
Marge Brake	2290 McDaniel, Suite 2-B Las Vegas, NV 89030
Barry E. Brandt	1414 S. Industrial Las Vegas, NV 89102
Therese Bricknell	5700 Harmony Las Vegas, NV 89107

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Edith A. Brooks	316 Estella Ave. Las Vegas, NV 89107
Helen Brooks	6305 Mint Frost Way Las Vegas, NV 89108
Paul Brooks	6305 Mint Frost Way Las Vegas, NV 89107
Larry Brown	400 E. Stewart Ave. Las Vegas, NV 89101
Bob Burns	1312 Premier Ct. Las Vegas, NV 89117
Scott Burns	309 Estella Ave. Las Vegas, NV 89107
Bill Call	3209 Austin Ave. Las Vegas, NV 89107
Elaine Call	3209 Austin Ave. Las Vegas, NV 89107
Marlon Call	3209 Austin Ave. Las Vegas, NV 89107
A.T. Cavalier	312 Gardenia Las Vegas, NV 89107
Helen Cavalier	312 Gardenia Las Vegas, NV 89107
Jorge Cervantes	400 E. Stewart Las Vegas, NV 89101
Doug Chamberlin	105 Chason St. Las Vegas, NV 89107
Julia Chapman	309 S. Torrey Pines Dr. Las Vegas, NV 89107
Allen Christensen	6232 McAllister Las Vegas, NV 89107

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
J. Clark	(Charleston Neighborhood Preservation) 137 Lorenzi Las Vegas, NV 89107
Tadel Clitton	5303 (not legible) Las Vegas, NV 89107
Robert Costa	6661 Bubbling Brook Las Vegas, NV 89107
Sheila Derson	308 Gardenia Las Vegas, NV 89107
Bonny Del Dotto	5208 Harmony Ave. Las Vegas, NV 89107
Pennie Edmond	6428 Mecham Las Vegas, NV 89107
Rob Edmond	6428 Mecham Las Vegas, NV 89107
Kim Ern	217 S. Torrey Pines Las Vegas, NV 89107
Roderick M. Emery	6108 W. Chelsea Cr. Las Vegas, NV 89107
Craig A. Fabbi	6608 Lowden Ln. Las Vegas, NV 89107
Don Fabbi	6304 Peppermill Dr. Las Vegas, NV 89146
Lory Fabbi	6608 Lowden Ln. Las Vegas, NV 89107
Scott D. Failing	4048 N. Laurel Hill Dr. N. Las Vegas, NV 89030
Charity Fechter	2266 Civic Center Dr. N. Las Vegas, NV 89030

PUBLIC ATTENDANCE

	<u>Name</u>	<u>Address/Affiliation</u>
3	Bert Ron Rain Ford	6209 Clarice Ave. Las Vegas, NV 89107
5	Gary Friedrich	8428 Charles Ct. Las Vegas, NV 89145
6	Lydia Garza	3500 Hydranga Cr. (property) Las Vegas, NV 89107 and 9331 Scenic Mtn. Ln. Las Vegas, NV 89117
9	Candice Gleed	1400 Industrial Rd., Unit C Las Vegas, NV 89114
10	JR Gleed	1400 Industrial Rd., Unit C Las Vegas, NV 89114
12	Earl Gleeper	5128 Dancer Way Las Vegas, NV 89107
13	Mitch Goldstein	84 Jefferson Glenmont, (no state) 12077
15	William Graydon	5536 Cleary Las Vegas, NV 89108
16	Patricia Hamilton	6224 Fairwood Ave. Las Vegas, NV 89107
18	Robert Hammond	6117 Aberdeen Las Vegas, NV 89107
19	Robin L. Head	4913 Harmony Ave. Las Vegas, NV 89107
21	Rod Headley	5208 Alaska Ave. Las Vegas, NV 89107
22	Tammy Headley	5208 Alaska Ave. Las Vegas, NV 89107
24	Russell Hill	1608 Saddle Rock Cr. Las Vegas, NV 89117
25		

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Jessica Hodge	P. O. Box 17173 Las Vegas, NV 89114
Rose Honrath	6109 Borden Cr. Las Vegas, NV 89107
Rhonda Hons	6120 Fawn Cr. Las Vegas, NV 89107
Don Honzay	11 Onyx Way Las Vegas, NV 89106
David Hudson	300 Twin Lakes Dr. Las Vegas, NV 89107
Jim Hunter	6433 Dinning Las Vegas, NV 89107
Barbara James	6517 Lowden Ln. Las Vegas, NV 89107
Neil Jensen	6250 Hargrove Las Vegas, NV 89107
Phillip Jung	310-A Shadybrook Lane Las Vegas, NV 89107
Allan Kelly	6131 W. Clarice Ave. Las Vegas, NV 89107
Charlotte Kelly	6131 W. Clarice Ave. Las Vegas, NV 89107
Archie Kirker	7001 Pindarri Wy. Las Vegas, NV 89128
Marie Kirker	7001 Pindarri Wy. Las Vegas, NV 89128
Jeff Kleitz	9109 Lawton Pine Las Vegas, NV 89129
Peggy Kurilla	6725 Bremerton Cr. Las Vegas, NV 89107

PUBLIC ATTENDANCE

2	<u>Name</u>	<u>Address/Affiliation</u>
3	Thomas P. Kurilla	6725 Bremerton Cr. Las Vegas, NV 89107
4	Richard Kuta	7833 Ft. Ruby Place Las Vegas, NV 89128
5	Floyd R. LaFrance	6321 Parsifal Pl. Las Vegas, NV 89107
6	Ed Langeland	3229 Austin Las Vegas, NV 89107
7	Marie Langeland	3229 Austin Las Vegas, NV 89107
8	Mark Larkin	1801 Industrial Rd. Las Vegas, NV 89102
9	Florence Leeper	5128 Dancer Way Las Vegas, NV 89107
10	Carl Lindberg	2221 W. Bonanza Rd., #60 Las Vegas, NV 89106
11	Virginia Lopez	5700 Harmony Las Vegas, NV 89107
12	Mary T. Luevano	105 Marigold Lane Las Vegas, NV 89107
13	Patrick Malon	6233 Elton Ave. Las Vegas, NV 89107
14	William Mathis	(no address provided)
15	Jimmy Matlock	113 Hollyhock Ln. Las Vegas, NV 89107
16	Lynette McDonald	6728 Scarborough Ave. Las Vegas, NV 89107
17	Joyce McNeill	107 Hollyhock Lane Las Vegas, NV 89107

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Ray McNeill	106 Hollyhock Lane Las Vegas, NV 89107
John McNellis	(City of Las Vegas) Las Vegas, NV 89101
Aida Medina	6517 Mecham Ave. Las Vegas, NV 89107
Karen Menzel	6233 Elton Ave. Las Vegas, NV 89107
Gieuseppi Mercolanto	6216 Factor Ave. Las Vegas, NV 89107
James Milham	924 Alan Shepard Las Vegas, NV 89128
Marie Milham	924 Alan Shepard Las Vegas, NV 89128
Richard Millar	116 Norlen St. Las Vegas, NV 89107
Sandra Millar	116 Norlen St. Las Vegas, NV 89107
Lou Ellen Miller	(no address provided)
Dan Monsouir	108 Narcissus Las Vegas, NV 89107
Steve Moore	2240 Florissant Dr. Las Vegas, NV 89128
Johanna Murphy	2801 N. Tenaya, Suite B Las Vegas, NV 89128
John Napolin	5228 Rock Creek Ln. Las Vegas, NV 89130
Bessie Napolin	5228 Rock Creek Ln. Las Vegas, NV 89130

PUBLIC ATTENDANCE

	<u>Name</u>	<u>Address/Affiliation</u>
3	Bea Nelley	1104 Oaktree Ln. Las Vegas, NV 89108
5	Jim Nelley	1104 Oaktree Ln. Las Vegas, NV 89108
6	Denise Nelson	6117 Aberdeen Ln. Las Vegas, NV 89107
8	William J. Nouref (not legible)	6126 Fawn Las Vegas, NV 89107
9	Mark Orchard	6317 Brandywine Las Vegas, NV 89107
11	Dean R. Patti	Industrial Rd. Las Vegas, NV
12	Vicki Paulbick	1415 Western Ave. Las Vegas, NV 89102
14	Desiree Pereira	3704 Oleander Cr. Las Vegas, NV 89107
15	Mr. Pereira	3704 Oleander Cr. Las Vegas, NV 89107
17	Judith Pexley	5001 Churchill Ave. Las Vegas, NV 89107
18	Parker Philpot	850 S. Rancho Dr., #2225 Las Vegas, NV 89106 and 2221 W. Bonanza Las Vegas, NV 89106
21	Margaret Pierce	3013 Beechwood Pl. Las Vegas, NV 89108
22	J. Rasband	309 S. Mallard Las Vegas, NV 89107
24	Connie M. Rausselle	6605 Lowden Ln. Las Vegas, NV 89107

PUBLIC ATTENDANCE

2	<u>Name</u>	<u>Address/Affiliation</u>
3	Darrell Reyman	2917 Austin Ave. Las Vegas, NV 89107
4	Lucille Reyman	2917 Austin Ave. Las Vegas, NV 89107
5	Lynn M. Richardson	6320 Arlington Las Vegas, NV 89107
6	Ruth Richardson	5877 Waveland Dr. Las Vegas, NV 89130
7	Alfonzo Rios	(no address provided)
10	Barbara Ritchie	5212 Harmony Ave. Las Vegas, NV 89107
11	Janet Robinson	6260 Factor Ave. Las Vegas, NV 89107
12	Colleen J. Rockowath	1600 S. Valley View Las Vegas, NV 89102
13	Ronald G. Romero	2221 Bonanza (Bldg. owners) N. Las Vegas, NV 89030 4430 Frostbrook Cr. (res.) N. Las Vegas, NV 89030
14	A. L. Roth	112 Temple Dr. Las Vegas, NV 89107
15	Barbara Roth	112 Temple Dr. Las Vegas, NV 89107
16	Verl Roundy	6340 Garwood Las Vegas, NV 89107
17	Evelyn C. Row	6501 Hill View Las Vegas, NV 89107
18	John F. Russo	3636 Angela Robin St., #105 Las Vegas, NV 89129
19	Terry L. Ryan, O.D.	6110 Elton Ave. Las Vegas, NV 89107
20		
21		
22		
23		
24		
25		

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
Vern Salamore	6109 Chelsea Las Vegas, NV 89107
Sara Salazar	3516 Hydranga Cr. Las Vegas, NV 89107
Cyndee Samaro	5204 Alaska Ave. Las Vegas, NV 89107
Curtis Sanders	2221 W. Bonanza Rd. Las Vegas, NV 89106
Phyllis Schoenbolzer	6304 Fairwood Ave. Las Vegas, NV 89107
Allen Schucker	5104 Harmony Ave. Las Vegas, NV 89107
Sue Schucker	5104 Harmony Ave. Las Vegas, NV 89107
Kerry Schultz	6236 Elton Las Vegas, NV 89107
Bob Scott	6349 Garwood Las Vegas, NV 89107
Mark Selig	5908 Harmony Cr. Las Vegas, NV 89107
John Shuptrine	6432 Aberdeen Las Vegas, NV 89107
Patricia Shuptrine	6432 Aberdeen Las Vegas, NV 89107
Jacklyn Simonds	311C Misty Isle Ln. Las Vegas, NV 89107
Lee Sorenson	640 Fike St. Henderson, NV 89105
Ben Sprague	7401 Cypress Grove Las Vegas, NV 89129

PUBLIC ATTENDANCE

2	<u>Name</u>	<u>Address/Affiliation</u>
3	Court C. Stanley	1824 Winterwood Blvd. Las Vegas, NV 89142
4	Georgene J. Stanley	3020 Avalon Ave. Las Vegas, NV 89107
6	Ken Stoker	105 Deerbrook Ln. Las Vegas, NV 89107
8	Donna Stone	333 Revere Dr. Las Vegas, NV 89107
9	Jeanne Stone	1005 Shelton Dr. Las Vegas, NV 89108
10	Larry Swanciger	5225 Casco Way Las Vegas, NV 89107
12	Ron Swegle	6433 Dinning Las Vegas, NV 89107
13	Art Taylor	204 NVWCA St. (not legible) Las Vegas, NV 89107
15	John R. Taylor	1632 Minuet Las Vegas, NV
16	Brian J. Telesh	8032 Shady Glen Ave. Las Vegas, NV 89131
18	Margaret Terry	113 Worthen Cr. Las Vegas, NV 89128
19	Steve Terry	113 Worthen Cr. Las Vegas, NV 89128
21	Mark Thayer (not legible)	(no #) Sultan Lakes Dr. Las Vegas, NV 89107
23	Elizabeth Toy	376 Upland Las Vegas, NV 89107
24	Geraldine Trousdale	613 Twin Lakes Dr. Las Vegas, NV 89107
25		

PUBLIC ATTENDANCE

2	<u>Name</u>	<u>Address/Affiliation</u>
3	Robert Tucci	1216 Basin Brook N. Las Vegas, NV 89030
4	Andy Tuttle	6501 Mecham Ave. Las Vegas, NV 89107
6	Ann R. Tyler	6925 Tulsa Cr. Las Vegas, NV 89108
8	Jim Veltmein	2801 W. Teneya, Suite B Las Vegas, NV 89128
9	Bill Watson	3358 Costa Verde Las Vegas, NV 89146
10	Scotty Wetzel	2938 S. Duneville Las Vegas, NV 89102
12	O. C. White, Jr.	638 Lava Falls Las Vegas, NV 89107
13	Richard Whiteford	6625 Celeste Las Vegas, NV 89107
15	Mary Wilkerson	9321 Quail Ridge Dr. Las Vegas, NV 89134
16	Rex Wilkerson	9321 Quail Ridge Dr. Las Vegas, NV 89134
17	Cynthia Wilkes	(LBHOA Manager) 301 A. Brookside Las Vegas, NV 89107
20	John H. Wilkes	301 A Brookside Las Vegas, NV 89107
21	Jean Withers	3608 Pyracantha Las Vegas, NV 89107
23	Richard Worthen	117 Worthen Cr. Las Vegas, NV 89106 2123 W. Bonanza Las Vegas, NV 89106
25		

PUBLIC ATTENDANCE

<u>Name</u>	<u>Address/Affiliation</u>
James C. Wright	301 Sunbeam Las Vegas, NV 89107
Margaret Wright	301 Sunbeam Las Vegas, NV 89107
Ingrid Yocum	9680 Pine Thicket Las Vegas, NV 89147
Al Zepeda	6509 W. Brooks Las Vegas, NV 89108
Genevieve Zepeda	304 Pomegranate Cr. Las Vegas, NV 89107
Kim Zukosky	1001 S. Valley View Blvd. Las Vegas, NV 89153

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ORAL STATEMENTS

<u>Name</u>	<u>Address</u>	<u>Page</u>
Ronald G. Romero	4430 Frostbrook Cr. N. Las Vegas, NV 89030	18
Joan Annillo	108 Chason St. Las Vegas, NV 89107	19
Larry Swanciger	5225 Casco Way Las Vegas, NV 89107	20
Florence G. Leeper	5128 Dancer Way Las Vegas, NV 89107	21
Margaret Wright	301 Sunbeam Las Vegas, NV 89107	22
Sara Salazar	3516 Hydranga Cr. Las Vegas, NV 89107	23
Marie Kirker	7001 Pindarri Way Las Vegas, NV 89128	25

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1 Ronald G. Romero
2 4430 Frostbrook Circle
3 N. Las Vegas, NV 89030

4 MR. ROMERO: I have some property on
5 2221 West Bonanza and I'm very concerned that they
6 are not going to put up a noise protection wall and
7 I would like very much to talk to somebody about it.
8 I would really like one. It's a condo. Okay? And
9 a lot of my tenants are already complaining about
10 it, and I would appreciate it if they would call me.
11 And I would like a noise reduction wall as high as
12 they could go, which they told me is 18 feet.

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1 Joan Annillo
108 Chason Street
2 Las Vegas, NV 89107
3

4 MS. ANNILLO: I live in a cul-de-sac
5 right behind Michael Way, the last house before the
6 freeway. Parts of it have been shaded or part of it
7 has been shaded. However, I'm going to put in for
8 an early acquisition because I have a daughter who
9 is mentally ill. She is schizophrenic. She is in
10 the state system. She has been for about 15 years.
11 She cannot take any upsetment. She cannot take any
12 noise or things that keep her awake at night. She
13 is on medication for schizophrenia, and I just want
14 them to be aware that I would like an early
15 acquisition so I don't have to be upset with her.
16 She is very upset about this move anyway because she
17 likes our neighbors and we have been there for 30
18 years and so have they. I would like to be called
19 and told if I have any -- I would like to be called
20 and told what to do other than write a letter to
21 Mr. Freeman. That would be it.
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1 Larry Swanciger
2 5225 Casco Way
3 Las Vegas, NV 89107

4 MR. SWANCIGER: The only thing I want to
5 say, we definitely need the sound wall because our
6 property will be backed up right to the acquisition
7 on the property.

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1 Florence G. Leeper
5128 Dancer Way
2 Las Vegas, NV 89107
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4 MS. LEEPER: I would just like to go on
5 the record as opposing any widening of 95 because of
6 the environmental impact to the entire valley, and I
7 think that there should be some control of the
8 development and/or other methods of transportation
9 which have been considered and that would be more
10 feasible. I also feel that there has already been
11 too much money spent on the study and we don't need
12 to waste any more money. Thank you.
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1 Margret Wright
2 301 Sunbeam
3 Las Vegas, NV 89107

4 MS. WRIGHT: It's very simple. I could
5 very well go along with plan A except they are going
6 to still put a frontage road in to replace Alaska
7 which will leave the same problem we have. Alaska
8 has created a real problem because people use
9 Bromley and Sunbeam because Alaska goes through as a
10 raceway, and if they could find a way to block off
11 the frontage road they plan to put in, it would save
12 a lot of problems because we have people racing up
13 and down our street at 55 to 60 miles an hour.

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1 Sara Salazar
2 3615 Hydranga Circle
3 Las Vegas, NV 89107

4 MS. SALAZAR: First, I would like to say
5 I'm in favor of scrapping the whole idea of any
6 expansion on 95, because in 20 years it's supposed
7 to be obsolete and it will take that long to
8 complete and it's just been disruptive to people
9 that are living there.

10 The ones that are going to stay
11 there, the ones that will have to have their houses
12 taken, and all the people driving to and from work
13 taking 95 to the Expressway, that is 20 years of
14 road work and that will be obsolete in 20 years
15 because they expect or are predicting a population
16 of 2 million at that time.

17 And I think they need to preserve
18 the houses and the area just as it is and find
19 another plan further north, say Cheyenne going 95
20 across 15.

21 And they have already built the
22 other one up further on. I don't know the name, but
23 I think they need to scrap this and do further
24 investigation.

25 Let the people keep their homes

1 and keep their part instead of having a big valley
2 of freeway cars.

3 That's about all I have to say.
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1 Marie Kirker
2 7001 Pindarri Way
3 Las Vegas, NV 89128

4 MS. KIRKER: I reside at The Coves
5 townhomes on Teneya near Westcliff. The Teneya
6 bridge, the proposed Teneya bridge will be going in
7 front of the entrance of The Coves townhomes and
8 over Summerlin Parkway to Smoke Ranch. I'm opposed
9 to this.

10 I have submitted a 3-page
11 petition of names, signatures of neighbors in the
12 area that are also opposed to this continued
13 congestion of this area.

14 The reason we are opposed to it
15 is that it would add more noise, pollution,
16 congestion, and lack of parking on Teneya because it
17 would have to go to four lanes and a left turn lane
18 which would eliminate any parking on that street,
19 and that's the only place we can park for our
20 overflow parking.

21 There are 125 residents in The
22 Coves townhomes across Westcliff. There is two
23 apartment complexes, two blocks of private homes,
24 and The Pavilions condos all having to meet at that
25 same intersection with their proposing bridge.

1 The gentleman from Berger
2 justified this by saying that the neighboring
3 residents could reach Rainbow and Buffalo easier by
4 going over the bridges where now they have to go up
5 to Buffalo, down to Rainbow, and in my opinion, none
6 of us have a problem with that.

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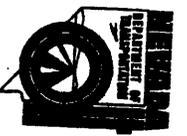
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NAME	ADDRESS	CITY	ZIP	PHONE
AJ ZEPEDA	1509 W. Brooks	LV	89108	6460224
PATRICIA SHAPTRINE	6432 ABERDEEN	LV	89107	878-2411
INGRID VEDRUNA	9100 Dina Truck	LV	89147	
SURITA SANDRA	2221 W. Bonanza Rd	LV	89106	648-0964
SCOTT BURNS	309 Estrella Ave	LV	89107	877-9116
MITCHEL SANDSTEIN	84 JEFFERSON	BREATHMAINT 12037	478	439 6103
DAVID SULLIVAN	3576 Hypatia Ave.	LV	89107	728-8836
KIM EAU	217 S. Torrey Pines	LV	89107	877-2134
ROBERT M. EMERY	6108 W. Chelsea Cir.	LV	89107	822-6680
RON SWAGLE	6433 DUNWING	LV	89109	870-9002
KERRY SAHUTZ	6236 ETON	LV	89107	
GERALDINE M. THOUSDALE	613 Twin Lakes Dr	LV	89101	878-8655
NALL JENSEN	6250 Hawthorne	LV	89107	750-8991
CATHY KARRK	885 RT 1000			

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 Thursday, June 10, 1999

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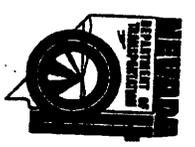


NAME	ADDRESS	CITY	ZIP	PHONE
George WINGGAR	123 E. WASHINGTON	LV	89101-572	365-6540
Johanna Murphy	2801 N Tenaya St B	LV	89128	869-2288
Jim Veltrous	2801 W Tenaya St B	LV	89128	869-2288
Valerie Beck	301 A Brookside Lane	LV	89107	878-8391
Bessie D Appleline	5228 Rock Creek Sta	LV	89134	645-9749
Steve Hanson	5520 ARLOW TOWN	LV	89107	
Richard Ruby Baldwin	123 E. Washington	LV	89101	385-6540
DR Lisa	6432 Mechem Ave	LV	89107	870-1992
Richard	1406 INQUESTAR Rd	LV		283-3483
Scott METZEL	309 So. Mallard	LV	89107	
Mary T. Lueders	2938 S Dunsmuir	LV	89102	362-1767
Ben Spang	105 Marigold Lane	LV	89107	258-7658
Barbara Miller	7401 Cypress Grove	LV	89125	655-6265

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NAME	ADDRESS	CITY	ZIP	PHONE
APRIL LUNBERG	2221 W BONHAY RD #60	LAS VEGAS	89106	647-6244
Don Henay	11 Oryx Way	Las Vegas	89106	388-7388
Steve Moore	2240 Florissant Dr	Las Vegas	89128	255-5529
ALLEN CHRISTENSEN	6832 MCALISTER	L.V.	89102	878-0034
BARBARA BOLICK	6851 WESTRAL PK	LV	89107	258-7555
BOB Burns	1317 Peninsula	LV	89117	254-3067
Jorge and Ray McNeill	107 Hollywood Lane	LV	89107	870-7783
DON FABRI	6304 PEPPERMILL DR	LV	89146	871-0152
Loe Sarner	640 Fike St	Hudson	89015	564-8192
Tom Salamon	6109 Chelsea	LV	89107	878-0745
Jim Hunter	6433 Dinning	LV	89109	870-9002
Lawrence Mincefsky	6516 Factors Cir.	L.V.	89107	878-5860
Dorell Russell Reynolds	8917 Quail Run Ave.	L.V.	89107	648-4651
Carson Finlay	850 S. Rancho Dr #222 corner of 949 W. Bannockburn	LV LV	89109 89106	391-5399

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US 95 DEIS Hearing
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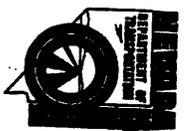
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NAME	ADDRESS	CITY	ZIP	PHONE
JOHN NADOLIN	5228 ROCK CREEK LN	L.V.	89130	645-9949
Tom & Joyce Anderson	3009 Austin Ave	LV	89107	648 5794
JOHN WILKES	3014 BROOKSIDE	LV	89107	878 2391
BILL WATSON	3358 COSTA VERDE	LV	89146	—
Brian J. Telesh	8032 Shady Glen Ave	LV	89131	655-3827
Lynn Weigh	123 E Washington Ave.	LV	89101	385-6540
Kris Stokely	105 Deerbrook Ln	LV	89107	870 0791
Debra Alvarez	333 Renee Ave	LV	89107	876-2123
Sessie Hodge	P.O. Box 17173	LV	89114	794 5662
Sharon Beard	1700 W. Sahara	L.V.	89102	—
MARK LARKIN	1801 Juddy Knal Rd	LV	89102	382 2410
Marie William	924 Alamo Sierra	LV	89138	363-2574
JAMES	" "	"	"	"
Nick Arnold	6224 Pappas Cir	LV	89107	878-2889

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NAME	ADDRESS	CITY	ZIP	PHONE
JENNIFER ALLEN	313 TALMAGE E.R.	LV	89107	870 4066
JOHN SHUP TRINTE	6432 ARBRODEN	LV	89107	878-2411
MILLS SHENBERGER	6309 FAUNWOOD AVE	LV	8907	
MERLIN M. BARLES	104 CHASCO ST	LV.	89107	
EVYDIA O. ROSS	4501 91/22 VIEW	LV	8907	898-0065
MATRICK MALON	6233 ELTON AVE	LV	89107	878-0061
DAVID W. MAZUR	6233 ELTON AVE	LV	8907	878-0061
BENNY DEL BOTTE	5308 HARMONY AVE	LV	89107	877-3697
JANET ROBINSON	6260 FACTOR AVE		89107	
SANDRA MILLER	116 NORLEN ST	LV	89107	646-5019
ROSEMARY	"	"	"	"
JEFF KLETTE	9109 LAUTAN PINE	LV	89129	363-1908
DEAN & DEANETTE KELLY	6131 W. DEWEE AVE.	LV	89107	878-4372
DAVID & ROBERTA THEORGE	5700 HARMONY	LV	89107	878-0953

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NAME	ADDRESS	CITY	ZIP	PHONE
Margaret D. Stanley	3020 AVALEN, AVE	LV 89111	89107	6482002
Deanne P. Lane	6117 Aberdeen Lane	LV	89107	unlisted
Barbara Ritchie	5212 Harmons AV	LV	89107	870-5562
Barbara James	6517 Loudon Lane	LV	89107	858-1036
ROSE MONROE H	6109 BORNEM CIR	LV	89109	878-7427
Michelle D. Stone	6120 FAIRM CIR	LV	89117	870-8827
Michelle Mary	6120 FAIRM CIR	LV	89107	720-8628
John W. V. Smith	3026 RAYBURN RD. ST 105	LV ✓	89129	395-0064

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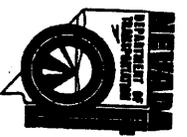
NAME	ADDRESS	CITY	ZIP	PHONE
Joe Freeman	70707 Rly	LV		385-6540
REX & Mary WILKERSON	9321 BRILL BURG DR	HV	89134	7289321
A.T & Helen Cavalier	312 GARDENIA	LV	89107	870-3874
WM WILKINSON	1001 1/2 VALLEY VIEW BLVD 3500 Hydranga Dr. #107 (TRAP) 9331 Sunrise Mtn Ln	LV	89153 89107 89117	758-7131 341 5473 " 5473"
Floyd R. FRANCIS	6321 FRASIER PL 89107	LV	89107	656 5833
DEAN R. FATTI	Industrial Blvd	LV		385-4595
WILLIAM GARDON	5536 cleary	LV	89108	649 9715
Art Taylor	2074 NUNCK ST.	HV	89107	
EARL & LEEDER	5128 DANCER WAY	LV	89107	8772459
William MATHIS				
SCOTT D. FALLING	4098 N. LAURON HILL DR	HV	89036	-
Ann R. Tyler	6935 Tulsa Cir	LV	89108	645-0496
Rayt Ron Rain Ford	6209 Clarice Ave		89107	878-8842

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NAME	ADDRESS	CITY	ZIP	PHONE
Julia Chapman	309 S Torrey Pine Ave	RV	89107	870-3396
Yvonne + Stephen Busin	6260 Grand -	RV	89107	255-4994
Blanca Reis				
Peggy Kurilla	6725 Bremerston Cir	LV	89107	878 1698
Simmy Matlock	113 Hollyhock Ln	LV	89107	878-9195
Earl Anson	11 Amber Circle	LV	89106	384-2878
Jin Nancy & Bob	1104 OAKRIDGE LANE	LV	89108	698-1419
Phillip Jank	310-A SHADYBROOK LANE	LV	89107	830-5980
Richard Whiteford	16625 Celeste	LV	89107	8701919
MURPHY, BILL + ELEANOR CARL	3309 AUSTIN AVE	L.V.	89107	648-3954
Wesley Paulbrook	1415 Western Ave	LV	89102	3846077.
Candis Blood	1400 Industrial Rd Unit C	LV	89114	385-4474
Dr. F. Roth	112 Temple Dr	LV	89107	8786015
MARIE + Archie Kirkner	7201 Pindarri Way	LV	89108	455-8393

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US 95 DEIS Hearing
 Held at Garside Middle School
 Thursday, June 10, 1999

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NEVADA DEPARTMENT OF TRANSPORTATION



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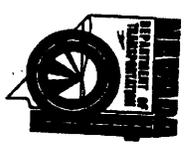
NAME	ADDRESS	CITY	ZIP	PHONE
LARRY SWANUSIER	5225 CASCO WAY	LV	89107	870-1670
FRANIE M. RUSSELL	6655 LAUDER LN	LV	89107	
WALTER J. KOBLOUP 1400 So Valley View	1400 So Valley View	HV	89102	
Dr. Clark 137 Karenz	137 Karenz		89107	897-2208
YVONNE S. FAY	5708 HARMONY	LV	89107	258 8853
DAN MESSAIE	108 NAECISSUS LA	LV	89107	257-6361
WYNETTE McDONALD	6728 SANBORN AVE.	LV	89107	877-2030
JOHN RAYEN	2401 W BOWEN	LV	89107	379-0079
JAMES CURRIER	301 SUNBEAM	LV	89107	877-1483
MARGARET ULRICH	301 SUNBEAM	LV	89107	877-1483
BANKS R. GILK	112 TUMBAL	LV	89107	578-6015
John McNellis	City of Las Vegas		89101	229-5363
Mark P. Gaur	501 Fennelwood Dr.	LV	89107	870-6702
Bob S. Cobb	6849 Garwood	LV	89107	656-8865

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NAME	ADDRESS	CITY	ZIP	PHONE
Ronald G. Romero	2221 Bonanza Blvd 4430 Eastbank Cir N.L.V. 89000	N.L.V.	89030	702-645-6178
Marc Reisman	UDOT PDD-LV			
Jeff Best	UDOT Rld 123 Washington	LV	89101	385-54540
Michael A. Scher	1100T Rld Washington	L.V.	89101-324	385-65740
Cynthia Wilkes	301A Brookside	LV	89107	870-6181
Ruth Richardson	5877 WAVERLAND DR	LV	89130	658-2296
Lynn M. Richardson	6320 Arlington	LV	89107	702-878-1611
Ylvergand Gutberan				
Adelle SIMARD	5204 Alaska AVE 84109	LV	89107	702-2584570
ALY L. LYAN, D.D.	6110 ESTON AVE.	LV	89107	259-9933
M. Pereira	3704 Oleander Cir		107	
Spring A. Fogbi	6608 Louden Lane	LV	89107	870-5472
Robin K. HEAD	4918 HENRY AVE	LV	89107	858-0788
Sue & Allan Schucker	5104 Harmony Ave.	LV	89107	878-5533

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NAME	ADDRESS	CITY	ZIP	PHONE
Benny T. Brandt	1414 S. LINDA DR	SPRING VALLEY	89102	388-2800
Genevieve Zapeda	304 POMERANATE CR	LV	89107	446-0224
MARK SELLS	5908 HARMONY CR	LV	89107	878-7639
Desiree Barrera	3704 Olander Cr	LV	89187	2587355
HEIDI MIRELES	126350. STEWART ST	CC	89712	888-7480
Doug Chamberlin	105 Chason St	LV	89107	878 3426
Andy Tuttle	6561 MECHAM Ave	LV	89107	870 4445
Richard Worthen	117 Worthen Cir 2123 W. BONANZA	LV	89106	686-8885-
Robert Costa	6661 Babbings Road	LV	89107	259-9482
JORNA LEAVINGS	400 E. STEWART	LV	89101	224-6906
Lawrence Duggan	5188 Danvers Way	LV	89107	877-2459
Edith H. Brooks	316 Estelle Ave	LV	89107	877-4010
Sean Withers	3608 Pyraantha	KU	89107	828-579
Stevens Margaret Terry	113 Worthen Cir	LV	89108	363-7660

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US 95 DEIS Hearing
 Held at Garside Middle School
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PLEASE PRINT CLEARLY

NAME	ADDRESS	CITY	ZIP	PHONE
Russell S. Hill	1608 Saddle Rock Cir	LV	89119	838-3141
Ardis Anderson	201 Highland Blvd	LV	89107	870-1621
Tammy & Rod Headley	5208 Alaska Ave	LV	89107	878-0215
LARRY BROWN	400 E. STEWART AVE	LV	89101	229-6405
Thomas P. Kurilla	6725 Brewer's Circle	LV	89107	878-1698
Nelene ^{PAUL} Brooks	6305 Mint Frost Way	LV	89108	648-6191
James L. Anderson	6521 Landau Ln	LV	89107	820-2340
Quila Medina	4517 Mechem Ave	LV	89107	878-7799
Quila Medina	6577 Mechem Ave	LV	89107	878-7799
Michael Orchard	5001 Churchill Ave.	LV	89107	878-2360
JACKLYN SYMONDS	6317 Broadway	LV	89107	870-8045
JACKLYN SYMONDS	311C MISTY ISLE LANE	LV	89109	258 3576
THYRA FRIEDRICK	8228 CHARLES ST	LV	89145	363-1251
THELMA BECK	6244 GARWOOD	LV	89107	870-2174

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US 95 DEIS Hearing
 Held at Garside Middle School
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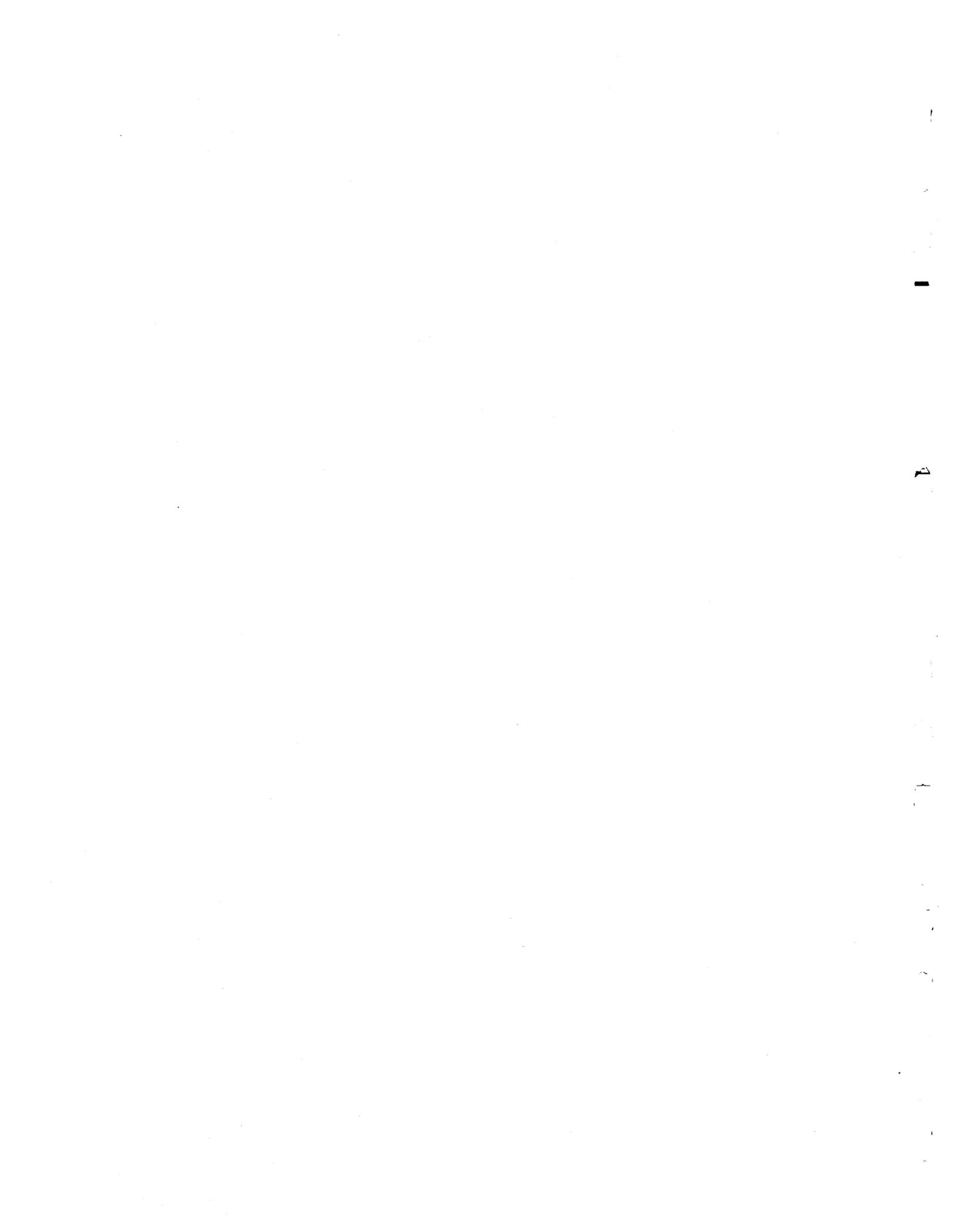
NEVADA DEPARTMENT OF TRANSPORTATION



NAME	ADDRESS	CITY	ZIP	PHONE
DEDDIS BAUGHMAN	NDOIT/CC			888-7440
PATRICIA MANRY	NDOIT/PDO/LV	Las Vegas	89125	385-6522
MORNING D HANSON	500 TWIN LAKES DR	Las Vegas	89107	619-3595
ROYER BOISSELLE	500 CARPET FERR DR	Las Vegas	89107	8770220
PATRICIA HAMILTON	6224 Fairwood Ave	Las Vegas	89107	877-3283
VERL ROUNDTOP	6340 GARWOOD	" "	89107	
BRUCE TURNER	RTC	LV NV		453-4481
MARIE W. MORAN	308 Maryland	LV	89107	648-5509
KENT COOPER	123 E. Washington ST	LV	89101	498-5368
MARGE BRAKE	2290 McDaniel Suite 2 R	NLV	89030	399-1100
CHARITY FECHT	2266 CIVIC Center Dr	NLV	89030	633-1235
D.R. WITTS JR.	63X Line Falls			
ANNILKO JOAN & CARMEN	108 CHASARD St	L.V NV	89107	870-7015
Jeanne Stone	1005 Steeler Dr	LV	89108	648-2394

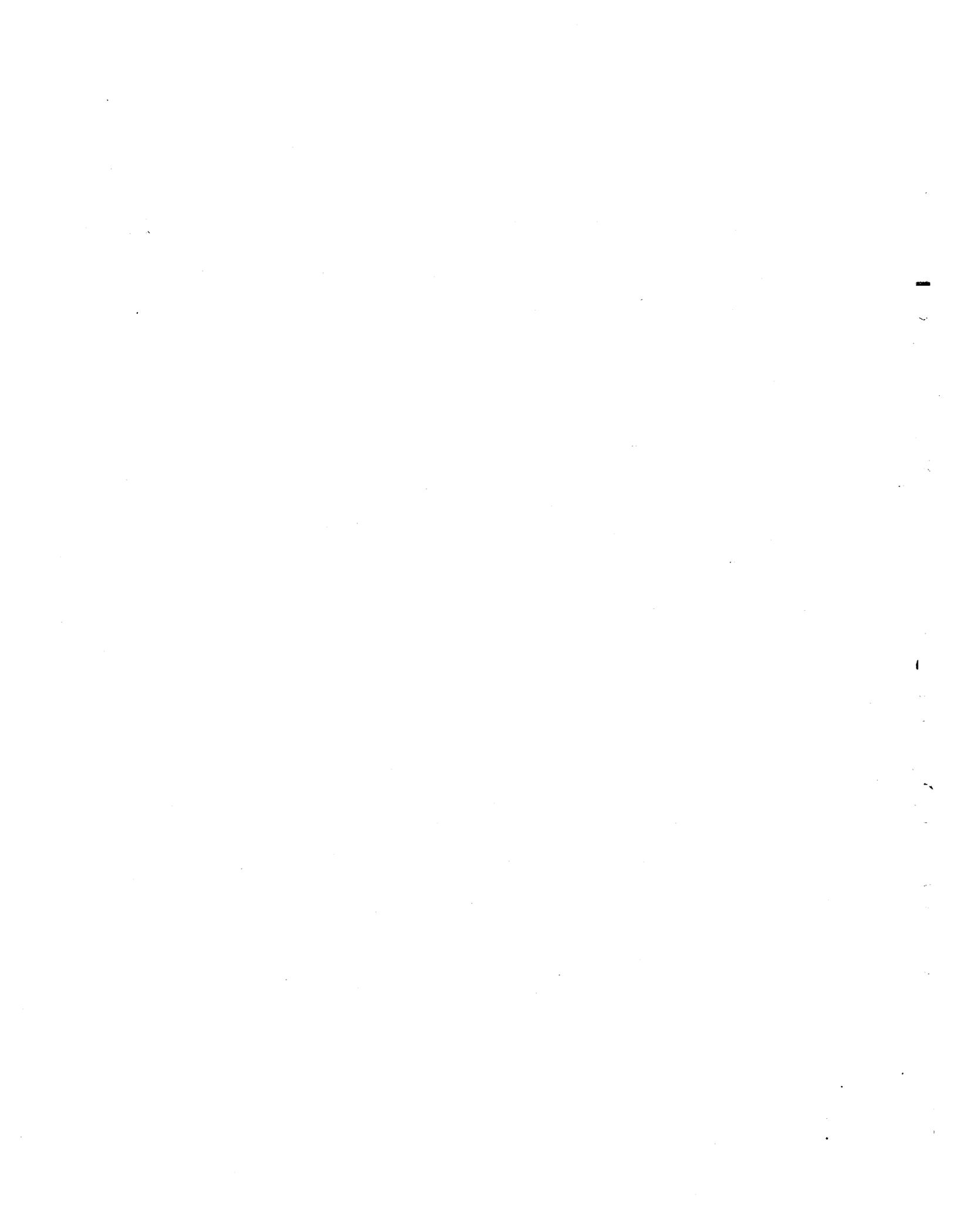
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APPENDIX E.2

**SUMMARY OF ORAL STATEMENTS
MADE AT THE PUBLIC HEARING**



APPENDIX E.2**SUMMARY OF ORAL STATEMENTS
MADE AT THE PUBLIC HEARING****A. General**

A total of 29 people provided oral statements to the court reporters during the June 9 and 10, 1999 public hearing. Following is a breakdown and summary of those statements.

B. Noise Walls

Fifteen individuals commented on noise walls with ten specifically supporting the placement of noise walls as proposed in the DEIS to mitigate noise impacts. Five people requested a noise wall where one was not proposed. One person stated that noise walls would be too close to their home and would pose negative visual impacts on them, while one person provided specific recommendations on how the noise walls should be designed.

C. Residential and Business Displacements/Property Values

Ten people commented on displacements and property value impacts with five stating that the project is causing reduced property values and making re-sell very difficult. Four people stated that the displacement impacts are too great and that compensation is inadequate.

D. Socioeconomic Impacts

One person commented that the lower income areas of Las Vegas are being heavily impacted as a result of the proposed project.

E. Neighborhood Traffic/Access

Six people recommended changes to the design of the project that would specifically reduce traffic volumes within their neighborhoods. One person recommended a design change that would provide better access to and from their neighborhood.

F. Public Information and Project Process

Eight people commented on the project process and public information procedures of the project with three stating that authorities either do not respond to their questions, or that they do not take responsibility for the project. Three individuals stated that information provided at the public meetings is inadequate. One person stated that the public hearing was not in compliance and another that the project was getting nowhere.

G. Project/DEIS Studies

Ten people commented on the studies conducted for the proposed transportation project with five people specifically requesting that alternative routes and alternative modes of transportation be studied further. Two stated that the proposed project would be obsolete before completed. One person commented that traffic projections in the DEIS are questionable and another that the project cost estimates are low.

H. Air Quality

Three people commented on the poor air quality in the Las Vegas Valley as a result of vehicle emissions and stated that the proposed project would not improve air quality.

I. Construction Impacts

Three people requested that construction of the proposed project be conducted in a manner that would minimize neighborhood impacts. One person requested that noise walls be installed prior to roadway construction.

J. Landscaping

Three people requested additional landscaping or were in support of landscaping that is proposed in the DEIS.

K. Alternatives Preference

Three individuals stated that they supported the No Build Alternative. One person expressed support for Alternative A and another for Alternative B.

L. Components of the Project/Change in Design Requests

Two people stated that information regarding the Martin Luther King/Industrial Connector flyover was confusing and that it could likely be constructed in a manner that would reduce business impacts. One person stated that they were opposed to the proposed Tenaya Bridge. One person requested that a playground be built at the end of Nigel Way and another that a pedestrian walkway be built on Decatur.

Miscellaneous

Two individuals requested that electric wiring in the vicinity of their neighborhoods be placed underground. One person requested law enforcement on US-95 which would prohibit hazardous material transport and commercial traffic along the study segment from 7:00 am to 7:00 pm.

APPENDIX E.3

**RESPONSE TO ORAL STATEMENTS
MADE AT THE PUBIC HEARING**



APPENDIX E.3**A. RESPONSE TO ORAL STATEMENTS AT THE PUBLIC HEARING OF
JUNE 9, 1999****Response to Comments of Jean Briskie, 15 Amber Circle, Las Vegas, NV, 89106**

The proposed Regional Flood Control District box culvert, which is recommended for inclusion along the widened US-95, is a flood conveyance facility that is unlikely to have large openings in the area near Rancho Drive. The area between the proposed US-95 sound barriers and the right-of-way fence will be maintained by the Nevada Department of Transportation.

Response to Comments of Augie Bustos, 1903 S. Jones Blvd., #100, Las Vegas, NV 89146

As stated in Section II.B.2.b. of the DEIS, the City of Las Vegas is proceeding with a project to widen Alta Drive from two lanes to four lanes between Rancho Drive and Martin Luther King Boulevard. The current property acquisition program is being conducted by the City of Las Vegas to facilitate that project. As part of the proposed project, the Rancho/Alta Connector calls for the further widening of Alta Drive between Rancho Drive and Martin Luther King Boulevard from four to six lanes with additional property as required. Comments regarding the current City of Las Vegas project to widen Alta Drive from two lanes to four lanes should be addressed to the City of Las Vegas.

Response to Comments of Juanita Clark, 137 Lorenzi, Las Vegas, NV, 89107**Hazardous Materials:**

Existing electrical power lines which must be relocated during construction will be considered for placement underground during design.

Prohibiting commercial traffic on US-95 during daylight hours would place a burden on local and interstate commerce. It would also cause the diversion of all commercial truck traffic into local neighborhoods which would cause additional impacts.

At the present time, US-95 is the principal access road through Las Vegas for the Nevada Test Site. Prohibiting nuclear products from US-95 would direct these shipments to local neighborhood streets. The proposed project is expected to increase the safety of US-95, reducing the potential for accidents.

Buffer Zone:

Refer to the Response to Comments of the City of Las Vegas, Sound Barriers, Appendix D.3.

Soundwalls:

Refer to the Response to Comments of the City of Las Vegas, Sound Barriers, Appendix D.3.

Noise barriers will overlap and be continuous on US-95 at Rancho Drive to provide noise mitigation for residences along Rancho Drive south of US-95.

Air Quality/Dust:

Suggested dust abatement measures not relating to this project should be addressed to the appropriate city and/or county agencies.

Poison:

Comments noted.

Access:

Comments noted.

Modest Route Changes:

This comment supports the No-Build Alternative.

Refer to the Response to Comments of the City of Las Vegas, Buffer Zones and Traffic Issues, Appendix D.3.

Relocation Issues:

Comments are directed to the Las Vegas City Council. Refer to the Response to Comments of the City of Las Vegas, Community Involvement, Appendix D.3.

Response to Comments of Dr. Robert K Etor, 541 S. Martin Luther King Blvd., Las Vegas, NV, 89106

Comments noted.

Response to the Comments of Sandra Garrett, 10325 Snyder Ave., Las Vegas, NV 89134

This comment opposes the proposed alignment of the proposed Martin Luther King/Industrial Connector. The alternative alignment proposed would require additional property/business acquisition resulting in greater relocation impacts.

Response to Comments of Miguel Guerrero, 113 Narcissus Ln., Las Vegas, NV 89107

This comment supports the installation of a noise barrier on the south side of US-95 west of Rancho Drive as proposed in the DEIS to mitigate the impacts of noise.

Response to Comments of Vicki Hasko, 3629 W. Bonanza Ave., Las Vegas, NV 89107

Closure of Bonanza Avenue to prevent existing cut through traffic between Valley View Boulevard and Rancho Drive should be discussed with the City of Las Vegas since Bonanza Avenue is not being affected by this project and local neighborhood access would be affected.

This comment supports the installation of a noise barrier on the north side of US-95 between Valley View Boulevard and Rancho Drive as proposed in the DEIS to mitigate the impact of noise.

Response to Comments of Lee Haynes, P.O. Box 60122, Boulder City, NV, 89006

This comment supports the No-Build Alternative due to the impacts associated with the proposed project.

The Las Vegas Beltway and other transportation improvement projects underway in the Las Vegas Valley do not have congestion relief on US-95 included as part of their objective. Current studies indicates that other planned projects included in the Regional Transportation Plan will be completely inadequate to meet the future transportation needs of the project area.

Response to Comments of Paul Holder, 10 Onyx Way, Las Vegas, NV 89106

The property at 10 Onyx Way has not been shown on the preliminary plans as a potential acquisition. However, it is immediately adjacent to both the existing and proposed widened

US-95. Proposed design features, including a proposed Martin Luther King Boulevard exit ramp and a noise barrier, would be located immediately adjacent to the property with the proposed project.

Response to Comments of Sheila Holder, 10 Onyx Way, Las Vegas, NV 89106

See Response to Comments of Paul Holder, below.

Response to the Comments of Patricia Jacobs, 1561 Comstock Dr., Las Vegas, NV 89106

Martin Luther King Boulevard is proposed to be widened on the west side (on the residential side) for approximately one-third of the distance between Vegas Drive and Washington Avenue. Refer to the Response to the Comment Letter of Monty Lochner, Vice President, Bonanza Village Homeowners Association, Appendix G.3.

Response to the Comments of Kim Krantz, 105 Hollyhock Ln., Las Vegas, NV, 89107

This comment supports the installation of a noise barrier along the south side of US-95 between Rancho Drive and Martin Luther King Boulevard as proposed in the DEIS to mitigate the impacts of noise.

Response to Comments of Sherry Mason, 5704 Harmony Ave., Las Vegas, NV 89107

This comment supports the installation of a noise barrier on the south side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate the impacts of noise.

Relocating existing overhead power lines underground will be considered during design.

Improving the existing intersection of the US-95 eastbound ramps and Upland Street at Jones Boulevard will be considered during design. During construction, detours will not use local discontinuous neighborhood streets such as Harmony Avenue.

Response to Comments of Jess Meyers, 1410 Western Ave., Las Vegas, NV 89102

Comments noted.

Response to Comments of James Miller, 5340 Harmony Ave., Las Vegas, NV 89107

This comment supports the installation of a noise barrier on the south side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate the impacts of noise.

Response to the Comments of James Miller, 5340 Harmony Ave., Las Vegas, NV, 89107

The development of parks and recreational facilities on remainder parcels along the proposed US-95 widening is only being considered in the context of mitigation for impacts to existing parks. There are no parks or recreational facilities along Harmony Avenue at the present time and no such mitigation is proposed. The City of Las Vegas Department of Parks and Leisure Activities is responsible for the establishment of new parks in the area.

Response to Comments of Emily Neilson, 22 Tennille Dr., Las Vegas, NV 89107

The comments support Alternative A and the installation of noise barriers as proposed in the DEIS to mitigate the impacts of noise. The comments also support a landscaping buffer of the noise barrier as proposed in the DEIS.

Refer also to the Response to Comments of Margret Wright, 301 Sunbeam, Las Vegas, NV 89107, in this section regarding Alaska Street.

Response to Comments of Jackie Phillips, 1100 Virginia City Ave., Las Vegas, NV, 89106

Refer to the response to the Comment Letter of Monty Lochner, Vice President, Bonanza Village Homeowners Association, Appendix G.3.

Response to Comments of Gene Russell aka Robert A. Russell, 114 Hyacinth Ln., Las Vegas, NV 89107

The comments regarding relocation are noted.

Response to Comments of Terry Stolz, 5001 Iowa Ave., Las Vegas, NV 89107

This comment supports Alternative B.

Response to Comments of Shondra Summers-Armstrong, 1931 Fair Ave., Las Vegas, NV, 89106

Refer to the Response to the Comment Letter of Monty Lochner, Vice President, Bonanza Village Homeowners Association, Appendix G.3.

Response to Comments of Theresa Swanciger, 5225 Casco Way, Las Vegas, Nv 89107

The comments support the installation of noise barriers as proposed in the DEIS to mitigate the impacts of noise. The comments also support a landscaping buffer of the noise barrier as proposed in the DEIS.

Refer also to the Response to Comments of Margaret Wright, 301 Sunbeam, Las Vegas, NV 89107, in this section regarding Alaska Street.

B. RESPONSE TO ORAL STATEMENTS AT THE PUBLIC HEARING OF JUNE 10, 1999**Response to Comments of Joan Annilo, 108 Chason St., Las Vegas, NV, 89107**

The comments requesting early acquisition are noted.

Response to Comments of Marie Kirker, 7001 Pindarri Way, Las Vegas, NV, 89128

See Response to Comments of the Cove Town Homes and other Residences of Pirates Cove on Tenaya/West Cliff (Appendix H.3).

Response to Comments of Florence G. Leeper, 5128 Dancer Way, Las Vegas, NV, 89107

This comment supports the No-Build Alternative.

Response to Comments of Ronald G. Romero, 4430 Frostbrook Cr., N. Las Vegas, NV, 89030

This comment letter supports the construction of a noise barrier on the north side of US-95 east of Rancho Drive to protect a condominium complex from noise impacts.

A noise barrier was not shown on the preliminary plans for the widening of US-95, on the north side of US-95 east of Rancho Drive. In this area, a condominium complex exists about 800 to 1000 ft. east of Rancho Drive, on the north side of US-95, located between existing industrial/commercial properties.

Based on information from the nearest noise receptor location included in the Noise Study, it is clear that future noise levels at the condominium complex will exceed FHWA criteria for consideration of abatement and that a noise barrier would provide mitigation for noise impacts.

Response to Comments of Sara Salazar, 3615 Hydranga Cr., Las Vegas, NV, 89107

This comment supports the No-Build Alternative.

Response to Comments of Larry Swanciger, 5225 Casco Way, Las Vegas, NV, 89107

This comment supports the installation of a noise barrier on the north side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate the impacts of noise.

Response to Comments of Margaret Wright, 301 Sunbeam, Las Vegas, NV, 89107

Alaska Street is proposed to be relocated in order to maintain the existing neighborhood access on the north side of US-95 between Jones Boulevard and Decatur Boulevard. Closure of Alaska Street would reduce local neighborhood access and increase travel distances to/from the neighborhood.



APPENDIX F

COMMENT FORMS AND RESPONSES



APPENDIX F.1
COMMENT FORMS



Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JOMAR ALWES
Address: 8600 STARBOARD DR. #1133-17
City: LV State: NV Zip: 89117
Phone #: 633-1640

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

based on noise level projections. wherever recommended

5. Comments: I drive down Summerlin onto US 95 every day I drive to work and have been for almost 9 years. This project is LONG OVER DUE and Needs to
(Please write any additional comments on the back) - over -

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

ADDITIONAL COMMENTS:

Proceed as soon as possible. It is
unfortunate that some people's homes and
businesses will have to be relocated, but
this project is for the greater good. This
situation didn't develop in a vacuum.
The sad thing is that once it is completed
it will ~~be~~ most likely be inadequate
to handle the increasing traffic. I know
from personal experience that the
majority of people that are relocated are
treated fairly and in many cases are
better off than before their relocation.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Ardis J. Anderson
Address: 201 Highland Blvd
City: Las Vegas State: NV Zip: 89107
Phone #: 870-1621

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.)

South side of Highway 95 - Jones Blvd east to Decatur Blvd.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 34.0 internal copy

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Earl Anson

Address: 11 Amber Circle

City: Las Vegas State: Nev Zip: 89106

Phone #: 384-2898

1. Do you support this project?

Yes **No**

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) Alternative "A" US-95, from

Rancho + Martin-Luther King. When I built the brick wall on
11 Amber Circle to close the view and sound from the road I
discovered that our home is completely sound proof and quite from

5. all comments: This is proof by sitting in the back yard at 11 Amber
Circle today and every day. That wall has been built
3 years after I bought the house. I'm the only owner to

(Please write any additional comments on the back) 11 Amber Circle.
ON Back Please!

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Don 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

ADDITIONAL COMMENTS:

With my home being the topic of my concern I must say that, in order for construction of any kind to box in the drainage and rebuild the new road behind all the homes from Rancho and to Martin Luther King road. You have to tear down all the brick walls on every back yard from "Onyx to Shadow to Martin Luther King", that's the only way I can see for the complete construction for the new ~~the~~ Box drainage to be put into the ground from Rancho to Martin Luther King Street, where every home from "Onyx to Shadow Lane to Martin Luther K.":

I must say that if that is the idea to start off construction to improve the road behind my home, I have a worry my home and every home will be used to complete this "Alternative US-95 for A". In order for the road to be completed you have to move every home owner out and use all property from "Onyx to Shadow to Martin Luther King".

Remember I said my back yard is sound proof today and I or you cannot hear any sound of the Road behind my home since day one when I built my brick wall before the Freeway or US-95, was even constructed. Sitting in my back yard today my noise level is below 66 dbA Levels. I can sure you this, by proving and showing any noise specialist, and or any contracting official that could see my back yard has no noise level above 66 dba. I donot want my property affected by the "right-of-way process" to build the "box drainage" or a "new sound proof, alternative optional noise barrier, or Wall to be the subject, of taking my home away from me. Thank You Eada.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Vicki Arnold
Address: 6724 Papyrus Cir
City: L.V. State: NV Zip: 89104
Phone #: 878-2882

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: This is the first time I have see "nothing be built" as a choice. Thank you.

← (Please write any additional comments on the back) →

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

ADDITIONAL COMMENTS:

This plan to widen US. 95 between Rainbow/I15 if done with-in projected cost will cost too much for what we will get. First our only non stop East/West travel will be torn up for ~~undetermined~~ cars to have us back in the same or worse shape in just ? more years. 2020 we out grow it. Concentrated air, noise and visual pollution in the heart of the Valley is not the solution.

Please put more into an additional E./W. route further north, now. Like Cheyenne before it is grown into communities that again will be torn apart as our Valley plays catchup.

Give N.L.V. a chance now before the City of Las Vegas stangles itself trying to stay on top of all the other Valley Cities and Clark County.

With the older homes not retaining and growing in value because of abundant new home sales. The real value we have is this is home, family history and neighborhood. You cannot replace those values. It is the ~~the~~ real COST we all will pay.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: GERD AXEN

Address: 3637 IAN THOMAS ST #101

City: LAS VEGAS State: NV Zip: 89129

Phone #: 702/395-7812

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) WEST SIDE US-95, NORTH

OF GOWAN

5. Comments: THE FREEWAY NOISE NOW PREVENTS KEEPING ANY WINDOWS OPEN DURING BUSY TRAFFIC AS NO CONVERSATION CAN BE KEPT UP AND TV MUST BE KEPT LOUD
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

NORTH SIDE OF US 95 RANCHO WEST TO VALLEY
VIEW

5. Comments:

THE CURRENT NOISE LEVEL
AT MY RESIDENCE EXCEEDS ACCEPTABLE STANDARDS
WE NEED THE SOUNDWALL

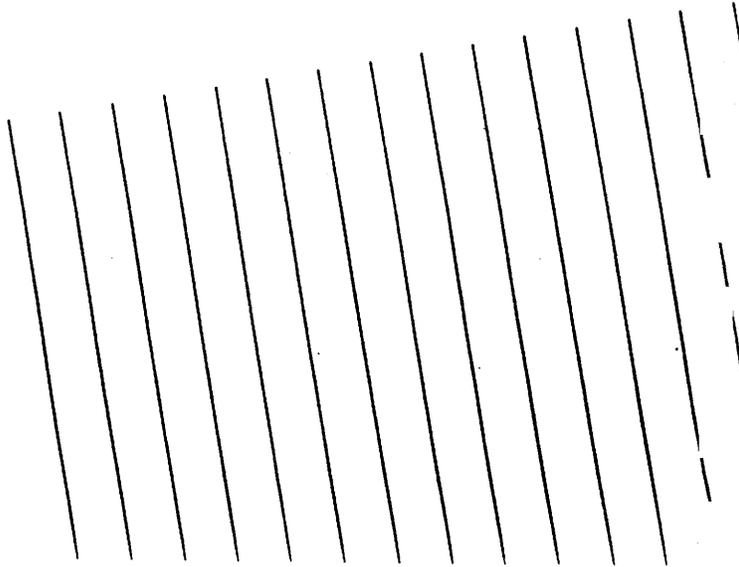
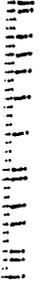
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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MR DARYL JAMES RE
CHIEF ENGINEER MEDICAL SERVICES DIV.
NEVADA D.O.T.
1263 SO STEWART ST ~~NEED~~
CARSON CITY NEV 89712



Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

CF119

Please Print Name: John D. Bayer (Rancho Circle Shopping Center)

Address: 4201 West Bonanza Road

City: Las Vegas State: NV Zip: 89106

Phone #: (702) 968-8056

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

~~see comments please~~

5. Comments: I recommend a 4 foot concrete wall separating my property and the freeway right-of-way. Past experience has demonstrated that the debris from the freeway continually accumulates along the chain-link fence currently there
(Please write any additional comments on the back)

(please see back for continuation)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

CF119

ADDITIONAL COMMENTS:

~~creating an eyesore on my property.~~

Also, I recommend that if we are not going to place the wall on the property line that we need some sort of controlled landscaping that will eliminate the vagrants that call the right-of-way home.

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COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

Between Decatur and Rancho
North side

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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Bernard
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ADDITIONAL COMMENTS:

David Bernard
205 Eldorado Canyon St
Las Vegas, NV 89107-2318



Mr. Daryl James
P.E. Chief Environmental Services Division
NDOT
1263 S. STEWART ST.
CARSON CITY, NV 89712.



COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North side of US-95 west of Pratcho.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 2, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 15 1999
Bernard

CF 110

ADDITIONAL COMMENTS:

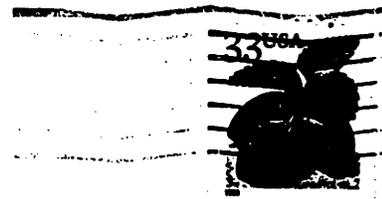
Lined area for additional comments.

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David Bernard
205 Eldorado Canyon St
Las Vegas, NV 89107-2318



Mr. Daryl James
P.E. Chief Environmental Services Division
NDOT

1263 S. Stewart St.
Carson City, NV 89712



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122

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Regina Madalene Bingham
Address: 407 Estrella Ave
City: Las Vegas State: NV Zip: 89107
Phone #: 870-6890

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) NORTH SIDE OF US-95

EAST OF DECATUR

5. Comments: We also want to request landscaping on the Homeowners Side of THE WALL

OVER →
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

We have lived with the noise, fumes, and
dust for many years. It is probably inevitable
that the driveway will be widened -

We would like our noise barriers now!
We want pretty ones like the new ones
here -- we are asking for landscaping also

It seems there is a "deaf ear" when we
long-time residents are concerned. We should at
least be given Nice walls and landscaping

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Comment Form

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US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Bonanza Park Homeowners Assoc.
Board of Directors
Address: 2221 West Bonanza Rd., Unit 2, Box 1
City: Las Vegas State: NV. Zip: 89106
Phone #: (702) 647-3314

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

A tall ^{NOISE} barrier is needed between US-95 and Bonanza Park Condominium Property North side of US-95 between Martin Luther King and Boncho. The property is located at 2221 West Bonanza Rd. Las Vegas, NV. 89106.

5. Comments: Landscaping the area between Bonanza Park property and US-95 with shrubs and trees.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

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US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

BONANZA PARK HOMEOWNERS ASSOC

Please Print Name: BOARD OF DIRECTORS

Address: 2221 WEST BONANZA RD UNIT 2, BOX 1

City: LAS VEGAS State: NV Zip: 89106

Phone #: (702) 647-3314

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.)

A TALL NOISE BARRIER IS NEEDED BETWEEN US-95 AND BONANZA PARK CONDOMINIUM PROPERTY - LOCATED AT 2221 WEST BONANZA RD, LAS VEGAS NV 89106.

5. Comments: LANDSCAPE THE AREA BETWEEN BONANZA PARK PROPERTY AND US-95 WITH SHRUBS AND TREES.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

rec'd
6/25/99

Public Hearing June 9-10, 1999

Margaret C. Brake

Please Print Name: Margaret C. Brake (PBS&J City of North Las Vegas)

Address: 2290 McDaniel Street, Suite 2-B

City: North Las Vegas State: NV Zip: 89030

Phone #: (702) 399-1100

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

- Yes, I prefer Alternative A.
- No, I prefer Alternative B.
- No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

- Yes, I support the installation of noise barriers.
- No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: The comments from the City of North Las Vegas on the additional right-of-way required for bus turn outs and flared intersections was not incorporated into the draft. These
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: BARRY E. BRAND AAA LIFT TRUCKS INC.
Address: 1414 S. Industrial
City: Las Vegas State: NV Zip: 89102
Phone #: 388-2800

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: See Back

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1125 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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ADDITIONAL COMMENTS:

We own the Property at 1414 S. Industrial & our Business is located at same address. We understand we would be involved with the MKK & Industrial Connector Project. The following are our concerns:-

1. time frame
2. Who Buys the land.
3. Who stands the cost of re-location? We had to relocate 2 yrs ago due to the Rio-side became "homeless". We don't feel we can afford the cost to relocate this time.

Our #1 concern is the time frame.

Reason - we need to invest some improvements & expansion. We feel our Business can't stand the cost of another move - we are a small business & cost is very important. who pays for what?

We would appreciate someone to call & let us know about all of this.

Sincerely
Barney & Sue Brant

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Edith A. Brooks
Address: 316 Estella Ave
City: Las Vegas State: NV Zip: 89107
Phone #: 702-877-4010

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

95 North side between Valley View + Decatur

5. Comments: I have a day care for 12 children with the play ground on North side of 95 between Valley View + Decatur

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Paul L. Brooks

Address: 6305 Austin Ave

City: Las Vegas State: NV Zip: 89108-0848

Phone #: 648-6191

1. Do you support this project?



Yes



No

2. Are you in favor of Alternative A as the preferred alternative?



Yes, I prefer Alternative A.



No, I prefer Alternative B.



No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?



Yes, I support the installation of noise barriers.



No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.)

FRANCIS ROAD

BETWEEN VALLEY VIEW

5. Comments: HAD LOTS OF KNOWLEDGABLE PEOPLE TO ANSWER QUESTIONS AT THE HEARINGS

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Scott A. Burns
Address: 309 Estella Ave
City: Las Vegas State: NV Zip: 89107
Phone #: (702) 877-9116

1 Do you support this project?

Yes No

2 Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3 Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4 Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) all roadways north of US 95

between Decatur & Valley View

5 Comments: see back.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

It is my preference to not expand US 95, but to complete the beltway. It seems to me, if the issue is to get the NW to the strip corridor or opposite side of town, the beltway is a more sufficient way without increasing traffic in the middle of town. My wish is to keep those who want to live outside of town, outside of town! I believe the resources and monies would be better spent on the beltway, thus satisfying all. That is getting the NW to the strip corridor and not increasing traffic through the middle of town.

If I had to choose between A or B (alternatives), I would not have prefer one over the other, peoples homes or preservation? How do you win over that choice? My neighborhood is really only affected by sound, with maybe one small issue. The US 95 North bound Decatur exit. There is a bridge in the plan. I request there be no bridge! In the event there is a bridge, place it as far East (to Valley View) as possible and include a sound wall on the north side (toward the houses).

In any event, US 95 expanded or not, needs sound barrier to the north between Valley View and Decatur.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Helen Cook

Address: 112 Temple DR.

City: Las Vegas State: NV Zip: 89107

Phone #: _____

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: NEW COURT of APPEALS (on MAR 2, 1995) DECISION
Ruling says an order must be conformity (AIR)
currently in order to be ~~to~~ able to
licensed by federal government to build
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dayl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

*I prefer NO-BUILD, ~~as~~ If must
Build, I prefer Alt B. The week
immediately after the city council
vote I saw the Water District
drilling another well in the
'supposed' archeological site.
Water can still be obtain
by slant drilling.*

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

South of US-95, Rainbow to Torrey Pines

5. Comments: Expansion of US 95 will build a larger parking lot. With every accident (and there must be several daily) traffic jams up both ways. A better idea would be to go up I-15 to Carey/Smoke Ranch, parallel US-95 with freeway and interchange on I-15. We already have a street there and any houses to be taken are much cheaper. Look at Phoenix, AZ (I-10-I-20) parallel in business district

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

over

if it works. It would be far less disruptive, much cheaper + far more productive. An interstate spur along either Carey/Smoke Ranch or Cheyenne (with interstate exchanges at whichever street + IH 15) would do much more to solve the problem.

C. J. Deserpat
186 Deer Brook Lane
Las Vegas NV 89107

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ADDITIONAL COMMENTS:

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5.0

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5. Comments: *I am in favor of NDOT taking me home. While construction is going on I would appreciate Rita B. Demelella (now dust control. 15 So. Anya Way Las Vegas, Nevada 89106)*

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CF 5.0-5.1 *initials*

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Sheila Driscoll

Address: 308 Gardenia Ln

City: Las Vegas State: NV Zip: 89107

Phone #: 648-5529

1. Do you support this project? Yes No
Mixed feelings, I know it is needed but when I bought my house I did not think I would be next to a freeway?

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A. *If it has to be done*
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) Between Rancho & Valley View

5. Comments: As I stated above, will you lower my taxes because I have to be next to the freeway? Or some other compensation. What about the value of my home? Will it go down?
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Rob & Pennie Edmund
Address: 6428 Mechem
City: Las Vegas State: NV Zip: 89107
Phone #: 678-9092

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

NS of US 95 W of Torrey Pines

5. Comments: Personally I don't feel you care what happens to the family + neighborhoods in these areas. If there was a vote by approval for these things
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Don 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

13.5-13.7 2000 dcd. dmk

ADDITIONAL COMMENTS:

homeowners, it did not reflect the older neighborhoods.

If the people in Summerland & the Northwest (wealthier neighborhoods) voted how can this be a true vote of approval? -

The noise levels already approach (or go over) Federal legal levels at high commuter times - without the noise barrier we cannot be legally (noise) safe.

Property values in many of the areas are already dropping - No one wants to move into areas that are being destroyed.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Kim Perry Een
Address: 217 S. Torrey Pines
City: Las Vegas State: Nv Zip: 89107
Phone #: 877-2134

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Torrey Pines should ^{Widenings} not TAKE AWAY
Parking Spots in front of peoples houses Its not
Right.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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ADDITIONAL COMMENTS:

Leave the width of parking the same as
it is now from Charleston to Washington
on Tourney Pines. We need park parking
& resident parking & no center turn lane

Blank lined area for additional comments.

11/17/2011
11/17/2011
11/17/2011

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: DON FABBI

Address: 6304 PEPPERMILL DR.

City: LAS VEGAS State: NV Zip: 89146

Phone #: (702) 871-0152

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers. ^② EXCEPT WHERE NOTED

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) SOUTH SIDE OF US 95

WEST OF DECATUR

③ - NOT FOR BIG SPRINGS AREA

5. Comments: WOULD LIKE INFO ON HOW THE PROCESS OF PURCHASE OF RESIDENCES WILL BE - RE: 6608 LOWDEN - SEND TO LORY FABBI

6608 LOWDEN LAS VEGAS NV 89107

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1268 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MR. SCOTT D. FAIUNG
Address: 4078 N. LOVEL HILL DR.
City: NLV State: NV Zip: 89030
Phone #: —

JUN 15 4 81 17

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) ONLY IN AREAS WHERE

THERE IS CLOSE TO HOUSES OR BUSINESS.

5. Comments: NOISE BARRIERS DON'T ALWAYS WORK
PROPERLY OR REDUCE NOISE, SMART USE IS
RECOMMENDED.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

I HAVE SEEN ~~THE~~ N. LV AREA GROW.
OVER 2 THOUSAND DRIVE-MONTHLY NORTHERN
SECTION OF DOWNTOWN PLUS SUMMERLINE
SOUTH GOING- TO BEGINS BUILDING SOON.
WITH 95 N. ONLY 3 LANES, NO COMPLETE
EMERGENCY LANES, VERY TIGHT LANES, STOP +
GO CONDITIONS IS A DEDDY SITUATION, OF
TANKOR TRUCKS USING THE HIGHWAY, YOU
MIGHT HAVE TO IMPLACATE PUBLIC DOMANE
LEGISLATURE ON THIS ISSUE. IF SO BE IT!
BECAUSE I HAVE NOTICE PEOPLE, ALL PEOPLE
IN CASES RESENT NEW CHANGES IN LIFE-
STYLE. IF WE ALL CONTINUE TO ENORE
THE ~~PROBLEM~~ PROBLEM IT WILL NOT JUST
DISOPEAR. MY FAMILY DOES NOT LIVE NERX
THERE, BUT WE WILL MOVE TO SUMMERLINE
SOUTH IN NEXT FEW YEARS. SO WILL OWER
NEIGHBORS. WE NEED A SMOOTH FLOWING
AREA ROADS TO MEET FUTURE TROFFIC, WE
SHOULD NOT THINK THAT THE LOOP 215 ^{HIGHWAY}
CENTENIAL PARKWAY TO AIRPORT CONECTOR
WILL RELIEVE TRAFFIC, IN ALL FROM U.S. 95.
WHEN PEOPLE USE THAT ROAD FOR DOWNTOWN
AREA CASINO JOBS + 2 MALLS OR ROUTE. WE
ALL GOT TO REALIZE WE ARE NOT GOING TO
MAKE 95% OF VEGAS PEOPLE SUPORT. BUT
WHAT ABOUT FUTURE VEGAS PEOPLE IMPORTANCE?
EATHER IS GREAT A OR B. CAN CONGRESS ~~RAISE~~
RAISE GAS TAX UP TO .25 A GALLON. TO PAY FOR
THIS? THE MASONARY SOUND WALL IS BEST
MATCHES THE UPPER PARTS OF THE ROAD. CAN WE PUT
A EMPTY SECTION IN MIDDLE OF TWO LANES FOR
MOYBE A TRAIN IN FUTURE YEARS, LIKE CHICAGO CITY.
V. M. MY WIFE A THANK - (TRUV -)

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: COLEAN FRANSEN

Address: 222 W. BONANZA #8 AND #31
City: L.V. State: NV. Zip: 89106 AND ALL THE
CONDOS HE

Phone #: 648-4151

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.)

We need a noise barrier (high wall) all around our property to eliminate noise, dust, and all construction involved

5. Comments:

We also need shrubs and trees - as many as you will allow

(Please write any additional comments on the back)

(OVER)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

I am spokesman for 65 Units
here that wants the noise barrier.

Many of us work and go to bed early
and need our rest!

We need the Noise BARRIER!

21:58 8 APR 88

21:58

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Doug Frandsen

Address: 2221 W. Bonanza No. 9-

City: Las Vegas State: Nev. Zip: 89106

Phone #: 648-8569

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) North side of US-95 Approx 2,000 Ft.

East of Rancho Drive.

5. Comments: We need to have a high wall constructed to try to block off the noise from the new Freeway. There are many senior citizens who face the Freeway &
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

need their rest to stay healthy. So to avoid lawsuits
please put up noise barriers south of our location
at 2221 W. Bonanza Rd. Thank you.

Member of Board of Directors Bonanza Pk. Homeowners Assn.

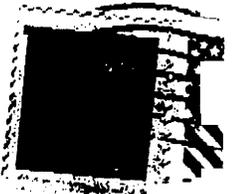
Doug Frandsen

NOISE ABATEMENT DISTRICT

21:60 8 10 98

RECEIVED

Doug Frandsen
221 W. Bonanza No. 9.
Las Vegas, Nev.
89106



Personal

Daryl James
P.E. Chief Env. Svcs. Div.
Nev. Dept. of Trans.
1263 So. Stewart St.
Carson City, Nev.
89712



COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: *As soon as possible we would like to be advised as to a time frame for the project. We are concerned about the area west of Decatur, south of 95 (Harmony &)*
Thanks for your informative meetings and very helpful personnel.
(Please write any additional comments on the back) *C & K Judd*

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Debra Gardner Pereira
Address: 3704 Alexander Cr.
City: Las Vegas State: NV Zip: 89157
Phone #: 758-7395

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dayl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999
Ct 70.0 entire copy

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Lydia Garza
Address: 3500 Hydranga Circle (Home of Corxon)
City: LV State: NV Zip: 89107
Phone #: 341 5473

9331 Scenic Mtn. Ln.
LV NV 89117
Presently living at
this address.

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

Along North Side of Rancho through Decatur

5. Comments: In favor of Alternative A because of concerns for environmental impact. But am concerned that values of homes in that area will be negatively affected.

(Please write any additional comments on the back)

Would like to be kept informed - 9331 Scenic Mtn. Ln. 89117

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dave 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CR 65.0 entered CR

Comment Form

rec'd 7/14/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Gleed Family Trust

Address: P.O. Box 15267

City: Las Vegas State: NV Zip: 89114

Phone #: 702-385-4474
702-682-5366

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Please see back of page for
Comments

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

~~Gleed Family Trust response to the inclusion of 1400 Industrial Road as a Proposed Property Acquisition Site and a Suspect Site in the US 95 Environmental Impact Statement Section 4(f) Evaluation, Hazardous Waste Technical Study.~~

~~The US 95 Environmental Impact Statement Section 4(f) Evaluation, Hazardous Waste Technical Study includes 1400 Industrial Road (Map ID 21) as a suspect site due to the proximity of 1400 Industrial Road to Known Contamination Sites, including Golden Engine and Cylinder at 1414 Industrial, Grayline Tours at 1550 Industrial Road, and Western Linen at 1205 Western Avenue. This hazardous waste technical study contains outdated Remediation Statuses for the Golden Engine, Grayline Tours and Western Linen sites. According to Nevada Division of Environmental Protection (NDEP) records and Brenda Polhman of NDEP, the Golden Engine site and the Western Linen site have been assessed under NDEP direction and the cases have been closed by NDEP. The Grayline Tours site is still being remediated.~~

~~Golden Engine was found to be non detect. As our site is adjacent to Golden Engine, and Golden Engine is located between our property at 1400 Industrial Road and Grayline Tours, we feel that 1400 Industrial Road should be removed from the suspect site list. We also feel that this study should be updated and that the consultants responsible for the updating should directly contact NDEP for accurate site statuses. Furthermore, historically, no hazardous waste activities have taken place directly at 1400 Industrial Road to warrant 1400 Industrial Road to be suspect.~~

~~We feel that the incorrect and outdated hazardous waste information contained in this study could adversely effect property values in the Industrial Road, north of Wyoming Avenue, section of the Arterial Street Connectors, Alternatives A and B. We are demanding that any misinformation concerning 1400 Industrial Road and any misinformation concerning any sites in the vicinity that could affect the property value of 1400 Industrial Road be corrected.~~

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Patricia Hamilton
Address: 6224 Fairwood Ave
City: Las Vegas State: NV Zip: 89107
Phone #: 877-3283

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

- Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

- Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CB C.A.D. entered car.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: ROBERT HAMMOND
Address: 6117 ABERDEEN LANE
City: L.V. State: NV Zip: 89107
Phone #: 598-9515

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) 26' WALL AT 95 +

JONES ON THE NORTH SIDE

5. Comments: CONCERNED ABOUT ABERDEEN / CLARICE / JONES

INTERSECTION, I THINK THE TRAFFIC ON CLARICE WILL BACK
UP MAKING IT IMPOSSIBLE TO GET FROM ABERDEEN TO JONES

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

C.F.R.O. - entered 6/11

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Rod & Tammy Headley
Address: 5208 Alaska Av
City: Las Vegas State: NV Zip: 89107
Phone #: 878-0205

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

North side of 95, west of Decatur

5. Comments: Joseph Freeman was very knowledgeable and helpful. He answered all our questions.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CE 200 - submitted 6/10/99

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: ROSE HONRATH

Address: 6109 BORDEN CIR

City: LAS VEGAS State: NV Zip: 89107

Phone #: 702-878-7427

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) Places close to the homes

5. Comments: I really feel the U.S. 95 Expansion will not solve the problem!

More (over on Back)
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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ADDITIONAL COMMENTS:

My comment on this issue is definitely a "No Build" alternative.

Reason: Probably will be obsolete by time of completion.

② Expansion definitely won't solve the pollution problem.

Besides as time goes by, the project will cost more money than the first original price.

A revote should be done again on the U.S. 95 expansion.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Don Henzey
Address: 11 Onyx Way
City: Las Vegas State: NV Zip: 89106
Phone #: 388-7328

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) Like the model.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 37.0 WILLIAM CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Wilbur James House Jr
Address: 6120 Fawn Cui
City: LV State: Nev Zip: 89107
Phone #: 870-8628

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: The planning of this is for suburban people only
everything is going for N/W

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

11.0 entlwr cor

ADDITIONAL COMMENTS:

within the projected area will experience increased accessibility. In other words my neighbor will enjoy more traffic. We have enough problems with people speeding down our street & you would like to increase it?

Second objection: How much money was spent to build the Torrey Pines Park? The expansion would result in the moving of Adcock to the park area. What a waste of money.

Third objection: As is, noise levels are bearable with an occasional obnoxious engine brakes from 18 wheelers. The expansion of 95 & the elevated access to Summerlin would only increase the noise level. I doubt any walls would be sufficient to contain the noise.

Fourth objection: Taking of property? Fair market value? I seen & hear of the Fremont fiasco & how innocent people were screwed by the government. What about the people who want to get out but you don't plan on buying their property. What happens to the property values in my neighborhood?

Comment Form

rec'd
6/24/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: PHILLIP JUNG

Address: 310-A SHADYBROOK LANE

City: LAS VEGAS State: NV Zip: 89107

Phone #: (702) 870-5980

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) AT LEAST 18' BARRIERS SHOULD BE PLACED WHERE THERE ARE RESIDENTIAL HOUSINGS.

5. Comments: PREFER NOISE REDUCTION THAT IS MORE EFFECTIVE IS BELOW GRADE CONSTRUCTION OF US-95 WITH VEGETATIVE BARRIER.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

PARK AND RIDE SHOULD BE IMPLEMENTED AS SOON AS POSSIBLE, COMBINED WITH HIGH OCCUPANCY VEHICLE LANES, THIS WILL REDUCE MUCH OF THE CO POLLUTION.

FUTURE PLANNING MUST INCLUDE LIGHT RAIL AS A SOLUTION TO CURRENT TRANSPORTATION PROBLEM.

97 84 33 48 25

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MARIE KIRKER
Address: 7001 Pindarri Wy
City: L.V. State: NV Zip: 89128
Phone #: 455-8393

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

Don't feel they are enough trees would be better

5. Comments: I completed 2 pages of signature regarding the Tenaya Bridge. The neighborhood is opposed to a Bridge especially

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 28.0-28.4 entdick cdb

ADDITIONAL COMMENTS:

one that dead-ends at Antelope ~~25~~ 25 mph
and then ends at Charleston to the
south.

"~~B~~ Orange Bridge is more likely to
help the flow of traffic.

A representative of Bergen could not
justify the Tenaya Bridge except
that it would help the neighboring
residents of West Cliff + Smoke Ranch
to get across. Even in the
year of 2020 No one cares! They all
want to go south to work... Not
North on a bridge that dead ends to the
South. ~~Also~~ Also the fact that
parking would diminish on Tenaya,
noise would be a factor and congestion.
Exercising pollution in an area already
surrounded by freeway + Rainbow and
Buffalo already having air pollution.
Do the Study of the air now!!!

Sad letters to all concerned. Not
just a few. Word did not get out!

Maybe just enough political get
out to lower real estate
values. Big Concern!!!

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JEFF KLEITZ
Address: 9109 LAWTON PINE AVE.
City: LAS VEGAS State: NV Zip: 89129-
Phone #: (702) 363-1908

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CE 23.0 internal call.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Peggy Kurilla
Address: 6725 Bremerton Cir
City: Las Vegas State: NV Zip: 89107
Phone #: 878 1698

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Doing something to mitigate traffic conditions
on US95 is long overdue.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David James, B.E., Chief; Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CP 58.0 extend CHV

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Thomas P. Kurilla
Address: 6725 Bremerton Circle
City: Las Vegas State: NV Zip: 89107
Phone #: 878-1698

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: We've needed this for a very long time

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 11263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CP 57.0 ENTER CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: FLOYD R LAFRANCE
Address: 6321 PANSICAL PL
City: LV State: NV Zip: 89107
Phone #: 656 5837

1. Do you support this project?
 Yes No
2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.
3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.
4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Day James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1253 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CP 68.0 extended card

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JEANNETTE LAL

Address: 2221 W. BANANZA RD #12

City: LAS VEGAS State: NV Zip: 89106

Phone #: 702 646-2633

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

EXPLANATION
OF A + B UNKNOWN
@ THIS X.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) FROM US 15 + 95 N

TO RANCHO OVERPASS

5. Comments: PLEASE !! ARRANGE FOR ATTRACTIVE TREES,
BUSHES + LIGHTING IN THE
ARCADE AREA - SPECIFICALLY NEAR

(Please write any additional comments on the back) BANANZA + RAN
EXIT NEAR
CONDOS.

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

rec'd 7/1/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: HOWARD C. HANCO
Address: P.O. Box 26093 - UNIT #26 OWNER BONANZA PARK
2221 W. BONANZA RD.
City: L. V. State: NV Zip: 8912 L.V. NV. 89106
Phone #: 702-645-0315

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: I'm not sure what plan "A" or "B" is. I do support
THE VULNERABILITY OF THE FREEWAY WITH A NOISE BARRIER.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David James, Chief, Environmental Services Division, Nevada Department of Transportation, 1263 E. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 6 1999

CF104.0 entered com

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Marie Langeland
Address: 3229 Austin
City: L.V. State: NV. Zip: 89107
Phone #: 646 3783

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

~~Handwritten mark~~

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: I'm still not in favor of displacing any homeowners. How would you feel in my shoes? Would you decide to find another neighborhood, uproot
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

14.0 entered cm

ADDITIONAL COMMENTS:

Your family? Could you find something comparable? What if you were almost finished paying off your home, would you be willing to start again? What if you were one of the folks that worked in your yard year after year and had to know it would all be paved over? These are some of our feelings? Would you like to force your kids to make new friends because of the "Right of Way"?

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MARK LARKIN - Larkin Co. Inc.
Address: 1801 Industrial Rd
City: LAS VEGAS State: NV Zip: 89102
Phone #: 392-2410

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: over

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CE 52.0 environmental

ADDITIONAL COMMENTS:

I am told THAT ABOUT 20' will be taken off of our property where our business is. Our buildings, both buildings will be affected, 1801 + 1819 Industrial. Both buildings extend to the sidewalk. It depends on how far the building will be taken back to, do satisfy the setbacks, etc, as to whether we can use any of the existing building.

We do NOT want to relocate. we are one of the ORIGINAL owners on Industrial, the one building was built in 1950's.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

1200 7/11/99

Public Hearing June 9-10, 1999

Please Print Name: Glen Larson

Address: 1406 S. Commerce

City: Las Vegas State: Nevada Zip: 89102

Phone #: 702-324-7760

1. Do you support this project? Yes No *Only if Alternative B taking water district land.*

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) North Side of 95 East of Rancho off Ramp to protect condominiums at 2221 W. Bonanza from noise which is already a major problem and will only be increased with the freeway expansion.

5. Comments: I can not see taking people's home when vacant land is available across the street. We are only talking 200 feet. Is cost not a factor any more? Why hit the tax payers

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

Up for this huge expense when it
is not necessary.

NOTED

11:00

11:00

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: EARL G LEEPER
Address: 5128 DANCER WAY
City: LAS VEGAS State: NV Zip: 89107
Phone #: 8772459

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) NORTH SIDE OF US 95

WEST OF DECATUR

IF THE US 95 PROJECT IS PURSUED —

5. Comments: HIGH OCCUPANCY VEHICLES: HOW MANY PERSONS MINIMUM? LESS THAN 3 WOULD BE POINTLESS MY CONTENTION IS THE HOV. LANE IS A WASTE OF A TRAFFIC LANE (Please write any additional comments on the back)

→ DUE TO DISTANCES TRAVELED.

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Florence G. Leeper
Address: 5128 Dancer Way
City: LJ State: NV Zip: 89107
Phone #: 702 877-2459

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

South side 95 from Decatur to Jones
South side 95 from Jones to Harvey Point
North side 95 from Decatur to Jones

5. Comments: The uncontrolled growth in the valley will cause their expansion to be obsolete before it is finished, as is true with present developments @ "Spaghetti Bowl" — Control development
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Don 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

and/or build rail system!!! — over —

RECEIVED
JUN 10 1999
CP 51.0-51.3 VEHICLE CON.

ADDITIONAL COMMENTS:

The "smoke screen" identified as "low impact" to home owners, etc. is disgusting - This will environmentally impact the entire valley and every living being in it!!! - not only during construction - forever thereafter!! There must be better alternative - perhaps not so politically advantageous.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: LEO LIMUACO

Address: 5352 Harmony Ave

City: Las Vegas State: Nv Zip: 89107

Phone #: (702) 378-5606

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

SEE ATTACHED COMMENT

See letter
22.04
2.1.1.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you. JUN 23 1999

CF 79.0 entered C.A.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: KAREN + PATRICK MALON

Address: 6233 Edton AV

City: L.V. State: NV Zip: 89107

Phone #: 878-0061

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

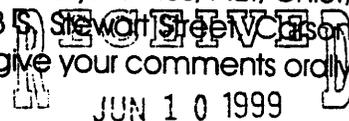
(Example: North side of US-95, west of Decatur.)

WEST OF JONES SOUTH SIDE U.S. 95

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.



Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Gail Matlock
Address: 113 Hollyhock Ln
City: LV State: NV Zip: 89107
Phone #: 878-9190

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 26.0 Western Env

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Jimmy Matlock
Address: 113 Hollyhock LN
City: Las Vegas State: NV Zip: 89107
Phone #: 878-9190

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Don James, B.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 27.0 entered case

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

CARL & HELEN MCKAGUE
5608 REBA AVE

No, I prefer Alternative B.

LAS VEGAS, NV 89107
(702) 878-5689

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

NORTH SIDE of US-95 West of Decatur to RAINBOW

5. Comments: NOISE BARRIER ON REBA AVE SHOULD BE SOUTH of THE STREET FAR ENOUGH TO ACCOMMODATE S. SIDEWALK, REBA AVE SHOULD NOT BE NARROWED.

NDOT SAID THEY COULD INITIATE A "WILLING SELLER, WILLING BUYER" PROGRAM. NOW WE ARE TOLD THEY DO NOT HAVE AUTHORITY TO DO SO. WE FEEL NDOT WAS MISLEADING BY DESIGN.
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

CF 2.0 recorded

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JOE MERCADANTE
Address: 6216 FACTOR AVE.
City: LIV. State: N Zip: 89107
Phone #: 870-2860

1. Do you support this project?
 Yes No
2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.
3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.
4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) SOUTH SIDE OF 95
BETWEEN TERRY PINES AND SONES
5. Comments: EXLEN PRECEPTION

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 24.0 entimp CAR

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

EAST Side of I-15 SATEENA - Charleston

5. Comments: This is a typical Do, or Pay Show with most of the players knowing nothing when directly questioned. Hanches all are of great personal tie.

Yankton
Jan Meyers Jess H Meyers
1410 Western Ave

(Please write any additional comments on the back) W. NV. 89101 (702) 384-2300

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MARIE MILHAM

Address: 924 ALAN SHEPARD

City: LV State: NV Zip: 89145

Phone #: 363-2574

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) North 95 west of Torrey Pines
along the property of Christ Lutheran Church

5. Comments: Maybe a way to enter west bound Summerlin
Parkway from north bound Rainbow Blvd.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dave 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

CG 61.0 Internal CAN -

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: RICHARD & SANDRA MILLAR
Address: 116 NORLEN ST
City: LAS VEGAS State: NV Zip: 89107
Phone #: 646-5019

1. Do you support this project?
 Yes No
2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.
3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.
4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Our property abutts 95 along our back yard.
We spend no time in our back yard because of the
noise & air pollution. We want Alternative A to be
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Day, 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

set in motion as soon as possible

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North side of TH 95 between Valley View + Rancho

5. Comments: It is so unfair + unfeeling to take anyone's home especially Senior Citizens. It is cruel to disrupt their lives at this time in their lives. Also how is this construction going to affect the environment? specifically the air pollution with all the dust in the air.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 15 1999
Mitchell
CR 115

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: DANIEL J. MONSOUR
Address: 108 NARCISSUS LA.
City: LV State: NV Zip: 89107
Phone #: 259-6361

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 54.0 attend call

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: STEVE MOORE
Address: 2240 Florissant Dr.
City: LV State: NV Zip: 89128
Phone #: 255-5529

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) west side between
Smoke Ranch & Lake Mead.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 33.0 4/21/99 CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Johanna Murphy
Address: 2601 Giant Redwood Ave
City: Henderson State: NV Zip: 89014
Phone #: 269-1533

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Improvements are much appreciated this is my
commute to work. But what about widening Rainbow
at Lake Mead

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

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COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?



Yes



No

2. Are you in favor of Alternative A as the preferred alternative?



Yes, I prefer Alternative A.



No, I prefer Alternative B.



No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.



Yes, I support the installation of noise barriers.

landscaping needed

26'

Decatur / Jones
US-95
(on North side)



No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments:

landscape on blocks
between Decatur / Jones
North side

Emilia V. Ventresca

22 Terwiller Dr. 891107

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 6.0-6.7 recorded copy

ADDITIONAL COMMENTS:

It's hard to believe anything you people say. It changes every meeting. You do what you want in the long run.

Would like to have Terrence ~~arrive~~ / Alaska be a dead end.

CIAT System - ~~Doesn't~~ Doesn't appeal to the majority. We need a light rail system.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Neighborhood Watch
Address: Estrella Ave - Sahara Ct - Moller Circle
City: _____ State: _____ Zip: _____
Phone #: 877-9116

1. Do you support this project?

Yes ||| No ||

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B. |||

No, I prefer that nothing be built. |

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers. |||

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed:
(Example: North side of US-95, west of Decatur.) _____

North side of US-95 between Decatur & Valley View

5. Comments: Majority vote of those contacted by phone.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

Lined area for additional comments.

RECEIVED

99 JUL 8 A 9:12

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BUREAU OF MOTOR VEHICLES

1001 1 2 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Denise Nelson
Address: 6117 Aberdeen Lane
City: LV State: NV Zip: 89102
Phone #: 258-9492

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

26 ft (at least)

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) Noise barrier at 95 +
Jones on the North side

5. Comments: Concerns regarding difficulty exiting
Aberdeen. Will there be stop sign, traffic light??

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dan 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 19.0 entered car.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Jim Nibley
Address: 1104 OAK TREE LN
City: LV State: NV Zip: 89108
Phone #: 648-1419

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

RECEIVED
JUN 23 1999

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

cf re. env. div. call

Comment Form

REC 4
6/13/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name:

Vicki Paulbiak

Address:

1415 Western Ave

City:

Las Vegas

State:

Nev

Zip:

89102

Phone #:

702-3846077

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1268 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments daily to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 1 1999

CF 97.0 entered CM

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Rec'd
7/11/99

Public Hearing June 9-10, 1999

Please Print Name: Riley Peoples
Address: 2221 BONANZA RD #41
City: LV State: NV Zip: 89
Phone #: 646-2871

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A. *I have no idea what either plan A or plan B is. wider + more lanes are a must. Desert landscape preferred. with animals*
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

Both sides of US-95 and all Residential areas. They work really well and reduce noise to a barrier level

5. Comments: Plants + Trees are NOT needed. They become places for homeless + trash to gather

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Day James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 7 1999

CE 99.0 SUTHERLAND

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Hosenberg Pereira
Address: 3704 Oleander Cir
City: LV State: NV Zip: 89107
Phone #: _____

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 75.0 entered CAR

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: I moved into my house before
this freeway was built - I'm ready to move
on - with the noise & fumes - it would be
great to be free of it

*2801 Austin
LV 89107*
Daisy Peterson

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dan 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUL 9 1999
of 840 - internal call

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: (Ms.) Parker Philpot
Address: 850 So. Rancho Dr. #2-225 *property at Cond. 2221 W Bonanza 89106*
City: KU State: NV Zip: 89106
Phone #: 391-5399

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

No further East than Rancho (by Atrium Bldg)

5. Comments: see back see back

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 19 1999

CF 12.0/12.1 recorded call

ADDITIONAL COMMENTS:

CONCERN

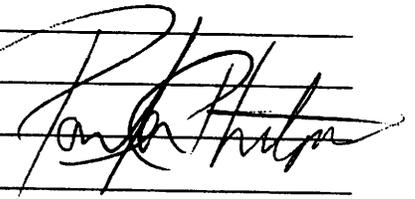
My property borders 95 at Rancho off
(North) ramp

I will have some obstruction to my
3rd floor view with the proposed
flyover emanating from MLK-Bunanza
westbound. I am hopeful the maximum
height including safety guard rails will
not hinder my southern clear view.

The representative I spoke with
expressed to me that no guard rail
area will have a sound barrier on a
flyover. I hope this is so.

KUDOS

Thank you for such a thorough,
helpful and straight-forward hearing.



COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: *Both*
Noise Barrier on ~~all~~ sides of
US 95.
Carburetor Manifold is Very High and
The Truck Shake my Home at 2609 AUSTIN AVE
Jean Pina

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 9.0-9.1

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Beverly + Rex Rainford

Address: 6209 Clarice Ave

City: Las Vegas State: NV Zip: 89107

Phone #: 878-8522

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

The one through water districts - Now decided against.

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

5. Comments: A small amount of our yard is now to be included - That would bring the noise barrier too close and cause a decrease in house value. Take the whole lot we'll move. The uncertainty is great - Hopefully decisions will come soon as we've already been "on the hot".
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dary 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 3 1999

CF 89 450114 G110

Rainford CF 83.

ADDITIONAL COMMENTS:

Two years. It is great though when Repair Solicitors call -
a polite refusal! The ones we've talked to at the meetings
have been very polite and as helpful as possible.

[Lined area for additional comments]

Comment Form

Rec'd
6/30/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: GENEVIEVE RASMUSSEN
Address: 3120 AVALON
City: LV State: NV Zip: 89107
Phone #: 702-648-2875

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) North side of 95
from Rancho to Valley View

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUL 1 1999

CP 980 Entered Call

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Alfonso Rios
Address: 5200 W. Harmony
City: Las Vegas State: NV Zip: 89107
Phone #: 258-7876

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Dolores J. Rockowath
Address: 1600 So Valley View Blvd Ap 1143
City: LV State: NV Zip: 89102
Phone #: 878-1727

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: I just sold a house at 320 Estella but still own property west, near Western High School so I'm interested in the project.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dave James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

CE 55.0 entered by

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: NATHAN Roberts
Address: 1547 ASTORIA AVE
City: LANCASTER State: CA Zip: 93535
Phone #: 661-946-2602

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

rec'd
6/24/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: FERNANDO & Julia ROMERO
Address: 216 - Estrella
City: LAS VEGAS State: NV Zip: 89107
Phone #: 259-8677

WHAT is
alternative A
B

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of ~~Deer~~.)

VALLEY VIEW

NORTH SIDE OF U.S. WEST OF VALLEY VIEW

NORTH SIDE BETWEEN VALLEY VIEW & DECATUR

5. Comments:

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

30-28 A8:26

Valley View

U.S. 95

DeCatur

"High" Noise Barrier - Dust Barrier

Rubber Dust
CAR DUST

Pools are
Active. E. L. hu

Pools

Pools

216

Estrella

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: PATRICIA V. ROMERO
Address: 4430 FROSTBROOK Circle
City: N. LV State: NV Zip: 89030
Phone #: 645-6170

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

The apartments/corridor at 2221 W. Bonanza. It was noisy before construction - it will be unbearable during & after construction.

5. Comments: If a noise barrier is not erected here, it will affect the lives of tenants & person who own & live in this units. It will affect our business.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 8 8 1999
SF 813 511.1 1/12

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Ronald G. Romero & Patricia V.
Address: 4430 Frostbrook Cir
City: N. Las Vegas State: Nv. Zip: 89032
Phone #: 702-645 6170

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

W. Bonanza Rd North side of 95 2221

5. Comments: I own 25 Comb. homes we do need
A noise barriers wall there 2221 W. Bonanza rd
89.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

CF 76.0 entered 6/99

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

(702-383-9130)
Sandra Roof
1516 HASTINGS AVE
L.V., NV 89106

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: I Live At 1516 HASTINGS AT The
NEnd of Desert Lane Coming from W. Charleston
ACCORDING TO THE MAP The FREEWAY would be
one house down from mine & The off ramp right in front
of my house. They SAID No Noise Barrier because of
6% decibal pts, but I beg Their pardon. I CAN'T
open my windows now because of the noise and
it is far ther away now.
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

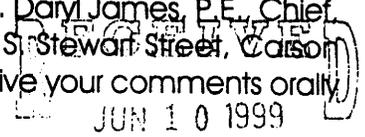
Public Hearing June 9-10, 1999

Please Print Name: ARON L. LEWELLYN ROTH
Address: 112 Temple Dr.
City: Las Vegas State: NV Zip: 89107
Phone #: _____

1. Do you support this project?
 Yes No
2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.
3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.
4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: Why haven't you build bridge over US 95 at I Michael Murray? The land has been cleared and dedicated for years
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.



Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: John F. Russo
Address: 3636 ANGELA ROBIN ST #105
City: L.V. State: NV Zip: 89129
Phone #: 395-0094

- 1. Do you support this project?
 Yes No

- 2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

- 3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)
WEST SIDE OF 95 NORTH OF QUAD -

5. Comments: I AM IN FAVOUR OF THE NOISE BARRIER AND THE WIDENING OF 95. IT WILL INCREASE THE FLOW OF TRAFFIC
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1268 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 16.0 entered

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: TERRY L. RYAN, D.D.
Address: 6110 ELLON AVE.
City: LIV. State: NV Zip: 89107
Phone #: 259-9933

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Cyndee Samard
Address: 5204 Alaska Ave.
City: LV State: NV Zip: 89107
Phone #: 258 4570

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: I feel this project is a good move for this city. The traffic congestion needs some kind of relief.

(Please write any additional comments on the back)

Thank you

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Davi James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CF 73.0 cont'd. Call.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: ALLEN SCHUCKER
Address: 5104 HARMONY AVE
City: LAS VEGAS State: NEV Zip: 89107
Phone #: (702) 478-5533

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: We would like for this process to
move along at a faster pace. The people that
want this project to happen feel like they
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

ADDITIONAL COMMENTS:

ARE HANGING IN LIMBO, JUST WAITING TO
CONTINUE ON WITH THEIR LIVES. IT'S VERY
FRUSTRATING, JUST WAITING FOR THE LAST COUPLE
OF YEARS, AND NOTHING SUBSTANTIAL ~~BEING~~ BEING TOLD
TO US.

PLEASE EXPEDITE !!!

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: KERRY SCHWARTZ
Address: 6236 ELTON DR
City: LAS VEGAS State: NV Zip: 89107
Phone #:

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CF 25.0 entire call

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MARK SELIG
Address: 5908 HARMONY CR
City: L.V. State: NV. Zip: 89107
Phone #: 878-7639

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

SOUTH OF US 95 WEST
OF DECATUR

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dave 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

CP 74.0 entinal car

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: John Shuptrine
Address: 6432 ABERDEEN LN
City: LAS VEGAS State: NV Zip: 89107
Phone #: 878-2411

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

CF 46.6 ENROLLMENT

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: PATRICIA SHUPTRINE
Address: 6432 ABERDEEN LN.
City: LAS VEGAS State: NV Zip: 89107
Phone #: 878-2411

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 48.0 entire CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Nancy A. Smith

Address: 305 Estrella Ave

City: Las Vegas State: NV Zip: 89107

Phone #: 702-870-2444

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B. — *using Water District prefer*
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

Expressway (US-95) between Valley View & Decatur

5. Comments:

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JUN 23 1999

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Gary 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: GEORGINE J. STANLEY

Address: 3020 AVALON, AVE

City: LAS VEGAS State: NV Zip: 89107

Phone #: _____

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: SOUND BARRIER FROM RANCH TO
JONES

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: KENNETH R. STOKER
Address: 105 DEARBROOK LN
City: LAS VEGAS State: NV Zip: 89107
Phone #: 8700791

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: I don't do not call for the idea of building a
bank using my tax dollars - now having it down to
reconstructed it using Federal Tax dollars (over)
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dayl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

RF C.D. entered CAR.

ADDITIONAL COMMENTS:

Only a person who does not pay income tax to the Federal government considers this to be free money - It is our tax dollars not free money.

People who do not understand this should attend a simple economic class - No money talks in Washington D.C. - what

What a waste of money - !!

People starve and our government throws money away - !!

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JEANNE STONE
Address: 1005 SHELTON DR
City: L.V State: NV Zip: 89108
Phone #: 648-2394

1. Do you support this project?
 Yes No
2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.
3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.
4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

CF 35.0 entire call

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: LARRY SWANCIGER
Address: 5225 CASCO WAY
City: LV State: NV Zip: 89107
Phone #: 870-1670

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

NORTH SIDE OF 95 WEST OF DECATUR WITH
A MINIMUM OF 18' SLURRY STONE

5. Comments: LANDSCAPING WHERE ALASKA ST. IS
REMOVED BETWEEN THE HOUSING & THE SOUND
BARRIER WALL.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUN 10 1999

CP 62.0. - intended comm.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JACKLYN SYMONDS
Address: 311C MISTY ISLE LANE
City: LV State: NV Zip: 89109
Phone #: 258 3576

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.)

NOISE BARRIERS ARE UGLY, PREVENT
SUNLIGHT, HOLD IN AIR POLLUTION, DO NOT ADEQUATELY REDUCE NOISE

5. Comments: PLEASE TAKE MY CONC

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 41.0-41.1

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Brian J. Telesh
Address: 8032 Shady Glen Ave
City: Las Vegas State: NV Zip: 89136
Phone #: 702-655-3827

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) In Commercial (non residential areas)

5. Comments: This project is ~~so long~~ long overdue!
as traffic and pollution will continue to hurt
the overall valley. I do feel sorry for the homes
that will be displaced and feel that they need to over

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CD 46.0-66.2 entered CM

ADDITIONAL COMMENTS:

To be compensated fairly enough so they can move into a similar size home.

~~There~~ In regards to HOV lanes - They have been less than successful in other cities and probably empty because so many people work in different areas and carpooling is less likely to happen in Las Vegas.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: John Terry

Address: 2123 W. Bonanza

City: Las Vegas State: NV Zip: 89106

Phone #: (702) 646-8885

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) South Side of Summerlin freeway,
West of Buffalo.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUL 1 1999

ET 100.0 entered CAN

Comment Form

7/1/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JOSEPH TERRY
Address: 2123 WEST BONAUZA
City: LAS VEGAS State: NV Zip: 89106
Phone #: (702)-646-8885

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) IN RESIDENTIAL I

SUPPORT NOISE BARRIERS, IN COMMERCIAL AREAS I DON'T
SUPPORT THEM, THEY BLOCK VIEW OF BUILDINGS ETC.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 West Flamingo Avenue, Las Vegas, NV 89112, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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JUL 1 1999

CF 102.0 407116 042

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Margaret Terry
Address: 2123 W. Bonanza
City: Las State: New Zip: 89106
Phone #: 646-8885

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

South side of Summerlin (Buffalo West)

5. Comments: To save our warehouse at 2123 W. Bonanza
please make the MLK on Ramp go over Rancho so it is up
on posts and not landfill

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Don 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CP 59.0 entered CM.

Comment Form

12-22

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: STEVEN M. TERRY
Address: 2123 W. BONANZA
City: LAS VEGAS State: NV Zip: 89106
Phone #: 646-8885

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

SOUTHSIDE OF SUMERLIN PARKWAY, WEST OF BUFFALO

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1000 South Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUL 1 1999

CF 101.D entered.com.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: STEVEN TERRY
Address: 2123 W. BONANZA
City: LV State: NV Zip: 89106
Phone #: 646-8885

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

SOUTH SIDE OF
SUMERLIN PARKWAY

5. Comments: TO SAVE OUR WAREHOUSES AT 2123 W. BONANZA
PLEASE MAKE THE M.L.K. ON-RAMP GOING OVER RANCHO SO IT
IS UP ON POSTS AND NOT LANDFILL.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

117.0
CP 54.0
JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Mark Thrower
Address: 501 Twin Lakes Dr
City: Las Vegas State: NV Zip: 89107
Phone #: 870-6702

- 1. Do you support this project?
 Yes No

- 2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

- 3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

- 4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999
CF 38.0 ENTERED CAR

Comment Form

rec'd 6/30/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: MRS. FAIRLENE TROUSDALE
Address: 613 TWIN LAKE DR.
City: LAS VEGAS State: NV. Zip: 89107
Phone #: 878-8655

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers. 26 FT. HIGH
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) NORTH SIDE OF US-95, WEST OF

RANCHO RD. TO DECATUR.

5. Comments: I have lived in my home on Twin Lake Dr. for 32 years and have paid taxes all those years. Now you are going to bring the freeway all next to
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

ADDITIONAL COMMENTS:

my door step. It is a crime to take
and destroy homes when you can take
open land on the Water District side of
the freeway. As for the Water District being
a Historic Place, any place in Las Vegas
at one time you could find "artifacts".

20:014 32

SEARCHED

Comment Form

Rec'd
6/20/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Geraldine Trousdale
Address: 613 TWIN LAKES DR.
City: Las Vegas State: Nev Zip: 89107
Phone #: 878-8

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) From Rancho to Rainbow
on the NORTH side of the Expressway. 26 ft tall - It's
not reasonable to take out rows of homes and 2+ feet people
to "just adjust"

5. Comments: To have the freeway so close to Ruth Tye
School really is an accident waiting to happen and if there
are no sound barriers there - or extra protection given, what a
shame.
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

(over)

ADDITIONAL COMMENTS:

If the sound barriers are not put in at the time of destruction and the Federal Highway Commission will take their sweet time and probably years before they - (if they do consent to ⁵⁰⁰⁰ barrier walls. So at the time of widening + total disruption - sound barriers should be put in then.) From Rancho del do Rainbow.

Also what about a alternative route - like Vegas Dr - where the homes are much older. Down Rd off Rancho to take these people to Summerlin. There must be a better answer.

Has any one also given Carbon Monoxide discussion. Sometimes its so thick you have to give up and go inside - OR leave your home!

Any discussion from Summerlin on a monorail system to Cashman field - so probably Vegas Dr. If the City is going to run a monorail from Cashman field to the strip - then the possibility of a monorail + pick up systems down Vegas Dr from Summerlin looks pretty good!!

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

rec'd
6/20/99

Public Hearing June 9-10, 1999

Please Print Name: Raymond A. Tronsdale

Address: 613 Twin Lakes Dr

City: Las Vegas State: Nev Zip: 89107-

Phone #: 702-878-8655

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers. to 26 ft high.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) Any where that they will be remaining homes or businesses. Even at a later date, the barrier issue should remain open as people will come forward - after the effect and want problems solved.

5. Comments: For the Valley Water Dist NOT to give up 250 feet to save people's homes, good relations with the utility. They have no concern of the disruption + damage they will cause

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

("over")

ADDITIONAL COMMENTS:

Yes! Every place you invade a neighborhood - Sound barriers need to be installed. The Federal Highway Commission should follow through with barriers - instead of waiting to see if people can do with out.

Is Summerlin and the developers going to pay their fair share for creating the mess of homes that lay in a sea of orange roofs. Without their development - this would not be an issue.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Andrew C. Tuttle
Address: 6501 Mechem Ave
City: Las Vegas State: NV Zip: 89107
Phone #: 8704445

1. Do you support this project?

Yes No !!!

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.

(Example: North side of US-95, west of Decatur.) North side of 95 between

Summerlin Parkway + Jones, as high as possible

5. Comments: I am very much concerned about construction noise, which will likely be at night, as our property backs on 95 & I am very concerned about the pollution that it will cause. I am also concerned about the loss of property value.
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

please see over 50

AT 07-0 582 200000 10.11

ADDITIONAL COMMENTS:

I have lived at this residence since 1968. We were in the house when 95 was constructed. The noise was a bit tolerable since it was during the daytime, but the pollution was horrible. It took a major political effort on the part of the neighborhood to get the so-called sound barrier that we now have. I am certain that most, if not all of the proposed construction will take place at night, which means that a good night sleep will have to be at a hotel. I have taken decibel counts in my back yard over the years, rarely are they below 64. Construction noise would prohibit any use for gatherings or barbeques. Your people have told me that most of the noise that we currently experience is from tires. That is because they have never spent any time in my backyard. Right now it is impossible to conduct a normal conversation there & if the decibel level averages 64 there will be no noticeable improvement in the future. Additional lanes will equal more noise & more pollution. I have not had pollution measurements taken, but I am certain they are higher than average.

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: Ann Renee Tyler
Address: 6925 Tulsa Cir
City: Las Vegas State: NV Zip: 89108
Phone #: 645-0496

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers. *!!!*
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.)

East side of 95 between Alexander & Cheyenne (where I live). Noise is so loud now I have to shout to someone in my backyard when they are more than 5 feet away.

5. Comments: There is a 2 Story Apartment complex that stretches from AT LEAST Gowan to Alexander and it already blocks the view of the mountains and is an eyesore. I welcome the highest sound wall.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

cb 6310 entered 6/10

ADDITIONAL COMMENTS:

See additional letter submitted at
Garside Jr. High on 6-10-99

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: T. VANNOZZI

Address: 233 WISTERIA AVE.

City: LV. State: NV. Zip: 89107

Phone #: _____

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

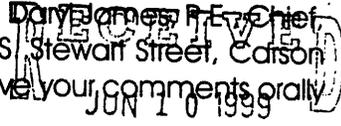
No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) SOUTH SIDE lanes 1-95

@ 26' level

5. Comments: TO protect nearby residents from the most likely future sound pollution, as traffic increases TO OVER THE MAXIMUM level
(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Dave James, Chief, Environmental Services Division, Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.



CF 42.0 EARLY CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: JAMES A. VULTMAN
Address: 2801 N. TENAYA WAY 'B'
City: LAS VEGAS State: NV Zip: 89128
Phone #: 869-2288

1. Do you support this project?
 Yes No

2. Are you in favor of Alternative A as the preferred alternative?
 Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?
 Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: HANDOUTS OF SPECIFIC AREAS OF CONCERN
would be helpful

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 11263 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 60.0 entered CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: SCOTT WETZEL
Address: 2938 S. DUNEVILLE
City: LV State: NV Zip: 89102
Phone #: 362-1767

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: WELL DONE!

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 S. Stewart Street, Carson City, NV 89712, so that it will be received by Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: CAST IN PLACE NOISE BARRIER PREFERRED.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 10 1999

CF 43.0 INITIAL CAR

Comment Form

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(F) EVALUATION

Public Hearing June 9-10, 1999

Please Print Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____

1. Do you support this project?

Yes

No build another freeway

2. Are you in favor of Alternative A as the preferred alternative?

that accommodates Summerlin.

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95?

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed.
(Example: North side of US-95, west of Decatur.) _____

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED JUN 10 1999

CP 64-D ENVIRONMENTAL

file

COMMENT FORM

rec 6/25/99

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

RECEIVED
JUN 28 1999

CF 87.D entire 4.16

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North side of US-95 West of Rancho.

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/ DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North side of US-95 between Rancho and Decatur

5. Comments: This study is well thought out with
considerations

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North Side of US-95 Between Rancho and Decatur

5. Comments: _____

(Please write any additional comments on the back)

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Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments:

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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CF 8.0 Mordell-

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. David 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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ALL
ALL

ADDITIONAL COMMENTS:

Recommend a children's playground
@ The end of Michael's way, facing
the highway.

It is further recommended
that the area be partially covered (small)
~~on~~ facing highway side for noise
protection. (Clear cover recommended)

Further for this area to be
lighted during children hours!

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CF 1.0

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/ DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.
 No, I prefer Alternative B.
 No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.
 No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

NORTH SIDE WEST OF DECATUR + SOUTH OF DECATUR
TOWARDS RANCHO

5. Comments: LEAVE THE HOUSES ON THE NORTH
SIDE OF U.S. 95. ITS TOO EXPENSIVE TO BUY ALL
THOSE HOMES & FORCE FAMILIES TO RELOCATE,
WHEN THE HIGHWAY CAN BE WIDENED ON THE
SOUTH SIDE OF U.S. 95 WHICH IS JUST DIRT.
I DON'T CARE WHAT YOU SAY, ITS JUST DIRT.

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 7.0 *unreadable*

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

NORTHSIDE OF US 95 RANCHO WEST TO VALLEY VIEW

5. Comments:

THE CURRENT NOISE LEVEL AT MY RESIDENCE EXCEEDS ACCEPTABLE STANDARDS WE NEED THE SOUNDWALL

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

Between Decatur and Banco
North side

5. Comments: _____

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/ DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?



Yes



No

2. Are you in favor of Alternative A as the preferred alternative?



Yes, I prefer Alternative A.



No, I prefer Alternative B.



No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.



Yes, I support the installation of noise barriers. 26'



No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

Decatur to Jones - NORTH SIDE

5. Comments: Landscaping on Alaska
Between Decatur & Kayak

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 9, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

JUN 10 1999

CF 3.0-3.1 Nevada -

ADDITIONAL COMMENTS:

Would like to see Tenille Dr. made
into a dead end at Ahaska

COMMENT FORM

US-95 DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT SECTION 4(f) EVALUATION

Public Hearing June 9-10, 1999

1. Do you support this project?

Yes

No

2. Are you in favor of Alternative A as the preferred alternative?

Yes, I prefer Alternative A.

No, I prefer Alternative B.

No, I prefer that nothing be built.

3. Do you support the use of noise barriers to reduce neighborhood noise impacts along US-95.

Yes, I support the installation of noise barriers.

No, I oppose the installation of noise barriers.

4. Please identify any specific locations where you feel a noise barrier should be constructed. (Example: North side of US-95, west of Decatur.)

North side of US-95 between Rancho and Decatur

5. Comments: This study is well thought out with
considerations

(Please write any additional comments on the back)

Please place the completed form in the box marked "COMMENTS" or mail to Mr. Daryl 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 Friday, July 2, 1999. You may also give your comments orally to the public stenographer at the meeting. Thank you.

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SUMMARY F.2

SUMMARY OF COMMENT FORMS

APPENDIX F.2**SUMMARY OF COMMENT FORMS****A. GENERAL**

A total of 125 comment forms were received from the public during the DEIS comment period. Responses to the three specific questions on the comment forms were as follows:

1. Eighty-five people expressed support for the project and 33 expressed opposition to the project
2. Alternatives Preference: 60 people indicated that they are in favor of Alternative A, 32 supported Alternative B, and 17 people supported the No-Build Alternative
3. One hundred and eight people responded in favor of noise barriers to reduce neighborhood noise impacts. Three people opposed the installation of noise barriers.

On the portion of US-95 between Rainbow Boulevard and Martin Luther King Boulevard, the following requests for noise walls were made in response to question 4 of the comment form: From Rainbow to Torrey Pines, two individuals requested a noise wall on the north side and two requested a noise wall on the south side. Between Torrey Pines and Jones, four people requested a noise wall on the north side and two on the south side. Between Jones and Decatur, nine people requested a noise wall on the north side and six on the south side. Between Decatur and Valley View, seven requested a noise wall on the north side and one on the south side. Between Valley View and Rancho, nine individuals requested a noise wall on the north side and two on the south side. Between Rancho and MLK, six people requested a noise wall on the north side and one on the south side.

On the portion of US-95 between Craig Road and Rainbow Boulevard, two people requested a noise wall on the west side of US 95 north of Gowan. One person requested a noise wall on the east side of US 95 between Alexander and Cheyenne. One person requested a noise wall on the west side of US 95 between Smoke Ranch and Lake Mead.

Eight people requested a noise wall along the majority of the US 95 segment under study and one person stated that a noise wall should be installed in commercial areas along US 95.

Four people requested a noise wall on the south side of Summerlin Parkway west of Buffalo.

Additional written comments on the comment forms are broken down and summarized as follows:

B. Noise Walls

In addition to the responses to question three, twenty three people indicated that they would like noise walls in the areas where they reside. Three people indicated that they did not need a noise wall, either because they felt that noise levels were not that high, or because they believe noise walls are ineffective. Three individuals recommended certain design criteria for noise buffers including vegetation, cast-in-place noise barriers, or sub-grade roadways. One person requested that noise walls be installed prior to road construction.

C. Residential and Business Displacements/Property Values

Six people raised concerns about the potential devaluation of their property. One person specifically stated that the older homes suffer greater impacts from reduced property values. Seven stated that they do not want to be displaced and four stated that they want their properties to be acquired. Four people commented that they would like more information on the right-of-way purchase process. One person stated that the project is unfair to senior citizens.

D. Socioeconomic Impacts

Two people commented that the NDOT is not sensitive to neighborhood needs and that the project jeopardizes neighborhood values. One person stated that the project is unfair to senior citizens and another stated that only the northwest neighborhoods are benefitting from the project.

E. Neighborhood Traffic/Access

Six people commented on neighborhood traffic and access concerns. Two of these individuals specifically requested that Tenille be a dead end street, one that Reba not be made narrow as a result of the noise wall, and one that access to and from Aberdeen not be hindered.

F. Public Information and Project Process

Four people stated that the project was long overdue with one requesting that it be expedited, and two people expressed that they believe the costs of the project outweigh the benefits. Two people stated that funding for the project should be paid for in total or at least in part by Summerlin and developers and through increased gas taxes. One person was opposed to federal monies being spent on a park and another stated that the money spent on building Torrey Pines Park was wasteful. Five people stated that the project will be obsolete before it is completed and that it won't meet the project's purpose and need.

Five individuals stated that the hearings were helpful and that staff were knowledgeable, and three others said that project officials either were not listening to their concerns or were not knowledgeable about the project. Three people commented on the process of public involvement with one stating that they would like a re-vote on the public's alternatives preference. One person stated that letters should be sent to everyone and not a select few, and one said that handouts would be helpful at the public hearings.

G. Project/DEIS Studies

Six people stated that additional alternative routes should be studied to determine their ability to meet the project's purpose and need. One of these six specifically requested that the Beltway be studied to determine its ability to alleviate congestion. Five people, in general, requested that the project include alternative modes of transportation. One person specifically requested that the HOV lanes require three passengers and not two; one person requested that easements for trains be provided for, and one stated that the HOV lanes would not be effective. One person questioned the conclusion that by increasing capacity, access would also increase.

H. Air Quality

Six people raised concerns about air quality in the Las Vegas Valley stating that the project would not improve air quality. Two people requested that there be dust control during construction. One person requested more information on what studies had been done on Carbon Monoxide levels.

I. Landscaping

Eight people requested landscaping as a component of the project and one stated that landscaping was not necessary.

J. Visual Impacts

Two people commented that the noise walls would cause adverse visual impacts.

K. Alternatives Preference

In addition to responses to question 1 on the comment form, five people wrote that they did not support the project, while one supported alternative A.

L. Components of the Project/Change in Design Requests

Several people requested some additions or changes in design for the project. Two requested that the off-ramp over Rancho be constructed on pillars and not landfill to save a warehouse located there. One each requested the following: a bridge over US 95 on Michael Way; bus turnouts and flared intersections; a means to enter westbound Summerlin from northbound Rainbow; widening of Rainbow at Lake Mead; that the project not take Torrey Pines Park; no bridge at Decatur; and an additional playground. One person expressed opposition to the Tenaya Bridge.

Miscellaneous

One person commented that trucks cause vibration impacts to homes in the vicinity of the highway. One person each stated that the environmental impacts caused by the project are too high and that there should be lighting provided as a component of the project. One person requested a wall to protect their property from debris.

APPENDIX F.3

RESPONSE TO COMMENT FORMS

APPENDIX F.3**RESPONSE TO COMMENTS INCLUDED ON COMMENT FORMS****Response to Comments of JoMar Alwes**

Comments support the proposed project.

Response to Comments of Earl Anson

The conceptual design of the proposed project does not include residential property acquisitions on the south side of US-95 between Onyx and Martin Luther King Boulevard.

Response to Comments of Vicki Arnold

Comments support the No-Build Alternative to avoid impacts.

Response to Comments of Gerd Axén

Comments noted.

Response to the Comments of J. Bare

This comment supports the installation of a noise barrier on the north side of US-95 between Valley View Boulevard and Rancho Drive as proposed in the DEIS to mitigate noise impacts.

Response to the Comments of John D. Bayer

Nevada Department of Transportation standards do not call for the use of concrete walls as right-of-way fencing. This existing maintenance problem will not be changed by the proposed project.

Response to the Comments of Reg & Madaleen Bingham

This comment supports the installation of a noise barrier on the north side of US-95 between Decatur Boulevard and Valley View Boulevard as proposed in the DEIS to mitigate noise impacts and requests a landscape buffer.

Response to Comments of the Bonanza Park Homeowners Association

Comments support the construction of a noise barrier on the north side of US-95 east of Rancho Drive to protect the Bonanza Park Condominium Complex from noise impacts.

A noise barrier was not shown on the preliminary plans for the widening of US-95, on the north side of US-95 east of Rancho Drive. In this area, the condominium complex is located about 800 to 1000 ft. east of Rancho Drive, on the north side of US-95, between existing industrial/commercial properties.

Based on information from the nearest noise receptor location included in the Noise Study, it is clear that future noise levels at the condominium complex will exceed FHWA criteria for consideration of abatement and that a noise barrier would provide mitigation for noise impacts. A noise barrier will be considered at this location during design.

Response to Comments of Margaret C. Brake

Refer to the Response to Comments of the City of North Las Vegas, Appendix D.3.

Response to Comments of Barry E. Brand, AAA Lift Trucks, Inc.

Appropriate property acquisition and business relocation costs would be paid by the Nevada Department of Transportation and/or the City of Las Vegas. A time frame for the Martin Luther King/Industrial Connector portion of the proposed project will be established when the project receives approval of the EIS.

Response to Comments of Edith Brooks

Comments noted.

Response to Comments of Paul L. Brooks

Comments noted.

Response to Comments of Scott A. Burns

This comment supports the No-Build Alternative.

The proposed ramp bridge between Valley View Boulevard and Decatur Boulevard is proposed due to the inadequate distance between the two existing interchanges.

With the proposed project, the comments support the installation of a noise wall on the north side of US-95 between Valley View Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate noise impacts.

Response to the Comments of Helen Cook

The proposed project is included in a conforming Transportation Improvement Plan for Las Vegas.

Response to Comments of C. J. Davenport

This comment support the No-Build alternative.

Response to Comments of Rita B. Demetelin

This comment supports Alternative A, including acquisition of their residence.

Response to Comments of Sheila Driscoll

Tax rates are established by the City Assessors Office which bases rates on assessed values.

Response to Comments of Rob & Pennie Edmond

Comments noted.

Response to Comments of Kim Perry Een

Parking along Torrey Pines will be addressed during design.

Response to Comments of Dan Fabbi

Right-of-way acquisition information can be obtained from the Nevada Department of Transportation, District I Office, located at 123 Washington Avenue, Las Vegas, NV.

Response to Comments of Scott D. Failing

This comment supports Alternative A.

Response to Comments of Colean Frandsen

Refer to the response to the Bonanza Park Homeowners Association in this section.

Response to Comments of Doug Frandsen

Refer to the Response to Comments of Bonanza Park Homeowners Association in this section.

Response to Comments of C & K Fudi

Refer to the Response to Comments of Bonanza Park Homeowners Association in this section.

Response to Comments of Lydia Garza

This comment supports Alternative A.

Response to Comments of Gleed Family Trust

Refer to Response to Comment Letter of Jennifer R. Gleed, Gleed Family Trust, Appendix G.3.

Response to Comments of Robert Hammond

The Clarice Street/Jones Boulevard intersection is proposed to be relocated northward to improve the flow of traffic.

Response to Comments of Rod & Tammy Headley

Comments noted.

Response to Comments of Rose Honrath

This comment supports the No-Build Alternative.

Response to Comments of Wilbur James House, Jr.

This comment supports the No-Build Alternative.

Response to Comments of David & Sonja Hudson

Property acquisition will not begin until the EIS has been approved.

Response to Comments of Barbara James

This comment supports the No-Build alternative.

Increased traffic is not expected on Lowden Lane due to this project. However, accessibility is expected to improve for local property owners since congestion on area streets will be reduced compared to the No-Build Alternative.

Response to Comments of Phillip Jung

Comments support the transit and TDM measures included in the proposed project.

Response to Comments of Marie Kirker

Refer to the Response to Comments of the Cove Town Homes, Appendix H.3.

Response to Comments of Peggy Kurilla

This comment supports Alternative B.

Response to Comments of Thomas P. Kurilla

This comment supports Alternative B.

Response to Comments of Jeannette Lal

This comment supports landscaping along US-95 near Rancho Drive. Lighting will be included in the design of the proposed US-95 widening.

Response to Comments of Howar C. Lance

This comment supports Alternative A and supports the installation of a noise barrier along US-95 as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Marie Langeland

This comment supports the No-Build Alternative.

Response to Comments of Mark Larkin, Larkin Co., Inc.

Comments noted.

Response to Comments of Glen Larson

This comment supports Alternative B.

Response to Comments of Earl G. Leeper

This comment supports the No-Build Alternative.

Response to Comments of Florence G. Leeper

This comment supports the No-Build Alternative.

Response to Comments of Leo Limuaco

Refer to the Response to the Comment Letter of Leo Limuaco, Appendix G.3.

Response to Comments of Carl & Helen McKague

Refer to the response to the Comment Letter of Carl & Helen McKague, Appendix G.3.

Response to the Comments of Joe Mercadante

Comments noted.

Response to the Comments of Jess H. Meyers

This comment supports the No-Build Alternative.

Response to Comments of Marie Milham

When the Summerlin Parkway Interchange was constructed, no provision was made to allow movements from Rainbow Boulevard (a state maintained surface street) to the Summerlin Parkway westbound (a City of Las Vegas limited access highway). This project does not propose to change this existing condition.

Response to Comments of Richard & Sandra Millar

This comment supports Alternative A.

Response to Comments of A. & D. Michell

This comment supports the No-build Alternative. A dust mitigation plan has been included in the EIS.

Response to Comments of Johanna Murphy

This comment supports Alternative A. Widening Rainbow Boulevard is included in the Regional Transportation Plan FY 1998-2020.

Response to Comments of Emily V. Neilson

Refer to the Response to Comments of Emily Neilson, Appendix E.3.

Response to Comments of Denise Nelson

With the proposed project, Clarice Avenue will be realigned to Aberdeen Lane and the intersection with Jones Boulevard signalized to facilitate turns.

Response to Comments of Riley Peeples

This comment opposes landscaping.

Response to Comments of Betty Peterjohn

This comment supports Alternative A.

Response to Comments of Ms. Parker Philpot

Refer to the Response to Comments to the Bonanza Park Homeowners Association in this section.

Response to comments of Joan Pina

This comment supports the installation of noise barriers on the US-95 as proposed in the DEIS to mitigate noise impacts.

Response to comments of Beverly & Ron Rainford

Comments noted.

Response to Comments of Dolores J. Rockowath

Comments noted.

Response to Comments of Patricia Romero

Refer to the Response to the Comments of the Bonanza Park Homeowners Association in this section.

Response to Comments of Ronald G. Romero

Refer to the Response to the Comments of the Bonanza Park Homeowners Association in this section.

Response to Comments of Sandra Roof

Hastings Avenue is primarily impacted by noise from I-15. Noise barriers should be considered in conjunction with proposed improvements to I-15 which are not included in this project.

Response to Comments of Aaron Llewellyn Roth

Michael Way is a City of Las Vegas street. The City has not included a US-95 overpass in the Regional Transportation Plan, FY 1998-2020. Improvements to Michael Way are not included in the proposed project since they would only affect local circulation.

Response to Comments of John f. Russo

This comment is in support of the project.

This comment also supports the installation of noise barriers on US-95 as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Cyndee Samaro

This comment supports Alternative A.

Response to Comments of Allen Schucker

This comment supports Alternative A.

Response to the Comments of Georgine J. Stanley

This comment supports the installation of noise barriers on US-95 as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Kenneth R. Stoker

This comment supports the No-Build Alternative

Response to Comments of Larry Swanciger

This comment supports the installation of a noise barrier and landscaping buffer on the north side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Jacklyn Symonds

This comment supports Alternative A.

Response to Comments of Brian J. Telesh

This comments supports Alternative A.

Response to the Comments of Margaret Terry

Comments noted.

Response to Comments of Steven Terry

Comments noted.

Response to Comments of Mrs. Fairlene Trousdale

This comment supports the No-Build Alternative.

Response to Comments of Geraldine Trousdale

This comment supports the No-Build Alternative.

This comment also supports the installation of noise barriers on US-95 as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Raymond A. Trousdale

This comment supports the No-Build Alternative.

This comment also supports the installation of noise barriers on US-95 as proposed in the DEIS to mitigate noise impacts.

Response to Comments of Andrew C. Tuttle

Refer to the Response to the Comments of the City of Las Vegas, Mitigation Measures, Appendix D.3.

Response to Comments of Ann Renee Tyler

This comment supports the installation of a noise barrier on the east side of US-95 between Alexander Road and Cheyenne Avenue as proposed in the DEIS to mitigate noise impacts.

Response to Comments of T. Vannozzi

This comment supports the installation of a noise barrier on the south side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS to mitigate noise impacts.

Response to Comments of James A. Veltman

Comments noted.

Response to Comments of Cotty Wetzel

Comments noted.

Response to Comment Forms Submitted Without Names

1. Two comments support the installation of noise barriers on US-95 as proposed in the DEIS to mitigate noise impacts.
2. Parks and playgrounds are only proposed as mitigation for impact to existing parks. New parks and recreational areas are established by the City of Las Vegas Department of Parks and Leisure Activities.
3. One comment supports Alternative B.
4. Closure of Tenille Drive to eliminate existing traffic should be discussed with the City of Las Vegas. Refer to the Response to the Comments of Margaret Wright, Appendix E.3, regarding Alaska Avenue.

APPENDIX G

COMMENT LETTERS AND RESPONSES

APPENDIX G.1

COMMENT LETTERS

**Expressway Texaco
101 N. Jones Blvd.
Las Vegas, NV. 89107
(702) 870-5901**

June 9, 1999

Nevada Dept. Of Transportation

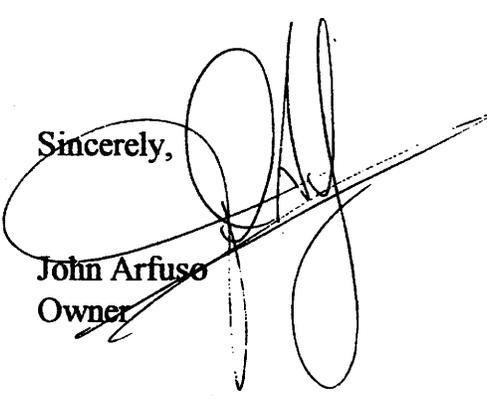
To Whom it May Concern:

I am formally lodging this complaint against the proposed widening of Highway 95 at Jones Blvd. I have attended all the meetings of the past, and as in those previous meetings, I am against the construction for the following reason. I am a lessee of the property located at 101 N. Jones Blvd. As such, I am not entitled to compensation for the taken of the above named property by right of eminent domain. While present at the meetings which took place at both the City Council and the County Commission, I heard Kent Cooper reiterate several times that "no one" would be adversely treated in this process. Ex- Mayor Jones was extremely concerned that this "taking" would become the same fiasco that resulted at the taking of property for the east leg of the Expressway. Mayor Jones rather sternly reminded Kent and his staffers that these same issues would not recur. I left those meetings feeling confidently that I would be fairly compensated for the business that I had built over the last fifteen years. I along with others in the same situation were led to believe that just compensation would ensue. This remained my thinking until about one year ago. After having a conversation with LoAnn Wright, I was informed that I would be reimbursed a mere \$20,000 for a business that I had built since November of 1983. I do ^{NOT} wish to impede progress nor do advocate this project's demise, but I do seriously object to being put in the street, handed a paltry twenty thousand for a business worth almost a half a million dollars. I had a conversation with another project manager whose name escapes me at this time, but he informed me that I was entitled to payment via leaseholders rights. This is probably true with the exception of dealing with a major oil company. There is a provision in my lease that negates this. I am hereby requesting that something be

done to insure my being properly compensated. I feel that if N.D.O.T. does indeed proceed with this project, it is up to them to make provision for adequate compensation of people like me. This is not a pizza parlor or a beauty salon. This business is not moveable. This business is predicated on this location. Any other location would not yield the same benefits, or rewards. I am not asking for the unthinkable, I am asking that the just and correct thing happen. Texaco Refining & Marketing will not be devastated by this taking. My employees and I will. At this juncture in my life it would be extremely difficult if not impossible to continue this type of employment. I do not appreciate the thought of having to change professions at this time. I would appreciate an immediate response to this letter in regards to my simple request.

Sincerely,

John Arfuso
Owner



rec'd
6/25/99

June 17, 1999

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

Dear Mr. James:

I live at 7100 Pirates Cove Road in the Pavilion Condominiums. My home is located on the second level and faces Summerlin Parkway.

Over the past 3 years the amount of traffic has increased to such a level that I am not able to have any windows or doors open during the cooler times of the year. As a result, I am forced to use my air conditioner more.

I am opposed to the widening of Summerlin Parkway as this will only increase the amount of traffic. However, I do understand the need for progress and would go along with the proposal provided sufficient sound barriers are built. By sufficient I mean a barrier that will block or lower the noise for homeowners living on the second level. Not a barrier that will keep the noise at the level it is today. Ideally, I would like to see the Parkway covered completely eliminating all noise.

Furthermore, I do not support the widening of Tenaya Way from Westcliff to Smoke Ranch. This change would surround our homes with traffic and congestion. I am tired of seeing residential areas turned into major roadways just for the convenience of drivers. What about the homeowners? There are sufficient roadways now connecting these areas; Rainbow, Buffalo, Rampart. With the other planned improvements in the area, changes to Tenaya Way are not needed. Additionally, I do not want an overpass built over Summerlin Parkway to connect Tenaya. An overpass will not only obstruct the view of many homeowners it will increase the traffic noise as well.

As a whole I think we need to address the growth problem and find ways to reduce the amount of cars on the road rather than providing more roadways. For a change, lets put the people living in the surrounding homes first and not those who simply drive through the area to get somewhere else.

I hope my comments and concerns will be taken into consideration.

Sincerely,



Debbie Barnhill
7100 Pirates Cove Rd #2075
Las Vegas, NV 89128

(702) 341-4765 work

June 15, 1999

Dear Mr. James,

In addition to being a homeowner at Sunhampton Condo Complex, I have an end unit upstairs by the freeway. Needless to say it has become noisier and will continue to do so with the increase of traffic.

I as a homeowner would greatly appreciate your help for our community and feel an 18 foot noise abatement wall is very seriously necessary.

Sincerely,
Donna L. Clark



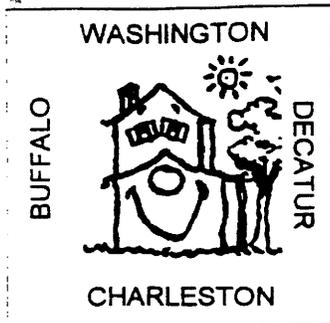
CHARLESTON NEIGHBORHOOD PRESERVATION, CORPORATION

"Doing things today that will make a difference tomorrow"

p. 1 of 4

1 July 1999

ph/fx: 702-877-2438



Comments on: US 95 DRAFT EIS SOILS/GEOLOGY/WATER RESOURCES technical study

The spiral-bound document with the above label contains the pages referenced below with comments applicable to the information on those pages with concern that the proposed 10 lane expansion is the THIRD time this area/peoples have been attacked with eminent domain, dust & noise of government construction.

p.I-4 "10 mi. Rainbow Blvd. to I-15" vs p.I-10 "5 mi. Rainbow Blvd. to I-15" (p.10 is correct)

Figure I-4 there is no distance scale! mandatory for accuracy!!

Figure I-5 2x20=40ft. NOT 166 ft. as stated.

p. I-11 Alaska Ave "relocated"? to where? pavement, or people & homes or signs or ?????

"well taken"—status of this well as of June, 1999 ?

"Meadows Mall take" —number of acres ?

p.I-12 "Rampart to Rainbow Blvd. 3 miles" (after the pp 4 & 10 mileage can this be believed?)

"Craig to I-15 is 10 miles" (is this true ?)

p.I-13 "Central Control Center" location of?

Martin Luther King at Wyoming as a 6 lane connector—is this why city approved a porn & dance business next to these residences ? (Palomino St is misspelled)

p.I - 19 Figure I-8 shows a park+ride at Rainbow & Summerlin Pkwy, possibly Westcliff.

This ;location is NOT acceptable to the neighborhood since already cruelly impacted (for the 3rd time) by federal highway acquisition and this facility would bring a criminal "draw" foot traffic past a Middle School route and an Elementary School playground and a city park —to the very heart of a residential area.

p.I-21 Regional Transportation Commission (RTC) calls for a Fixed Guideway system to replace buses (along the strip corridor ?) which will be moved to the N.W. in the Plan 2000-2020. available for \$6. or view at 600 GCpkwy

p.II-1 blow soil - FM 10

p.II-2 vertical water —this means water flowing down as well as up during horizontal movement !

p.II-2 "minimal " & "small" are JUDGMENT TERMS NOT A MEASURE & definately NOT scientific !!

p.II-3 Impacts leading to construction & post construction constraints

- 1-cemented horizons
- 2-unstable soils
- 3-flooding
- 4-blowing soils

PROJECT RELATED IMPACTS TO GROUND WATER RESOURCES: (5)

loss of recharge area, water supply wells, artificial recharge wells, pumping station, contamination of water

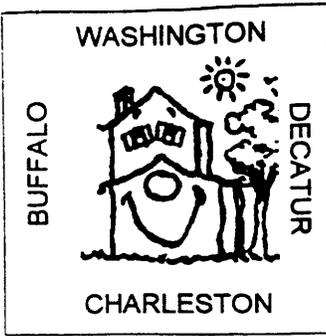
.....CONT..... p2

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p.2 of 4

cont..pII-3 transported on state & federal streets within the City of Las Vegas BUT NOT on city-maintained streets (this distinction not clarified) are:

chemicals, petroleum & radioactive nuclides

Also:"the discharge of the polluted shallow ground watercould lead to water quality impacts."

"...areas of KNOWN faults & fissures are considered particularly vulnerable to ground water quality impacts." OF COURSE THERE ARE UNKNOWN faults & fissures since data is from sources over 10 yrs. old.

Drink the water? Wash my child's face with it? Wash his crib sheets in it? Eat food from my garden which has grown with it? Let child run through sprinkler? Rinse my dishes in it? Not me . My insurance is: "...measures deemed (decided by someone determining the \$ cost) appropriate to minimize (NOT PREVENT) impacts.....will be implemented..." and even "...conformance with the Las Vegas Valley 208 Water Quality Management Plan." (We know they build the pipe to gather coming from our tap DOWN STREAM from the Las Vegas Wash drainage area)

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p.II-2 (back up please) Second paragraph information DOES NOT MATCH with the last sentence of conclusion in the third paragraph beginning: "Thus....."

p.II-4 "Accidental spills will be cleaned up to the maximum extent practicable (decided by someone determining the \$ cost --not life quality) immediately prior to any discharge of residual material to storm drains." (We do pray that this would be done prior to entry into drains , but I tried to clean-up that Koolaid before it stained the carpet, but my speed wasn't "practicable") WISHFUL THINKING !

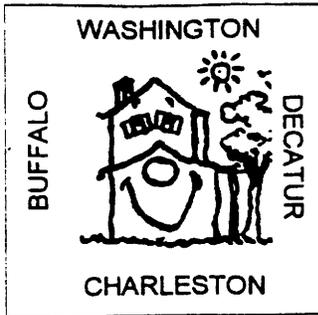
REPORTING OF THESE ACCIDENTS MAY NOT OCCUR--this is true! Who will be beheaded if an "accidental spill" is accidentally NOT REPORTED??

Surface Water Impacts " Potential construction-period impacts are: increased sediment & pollutant loadings ...pollutant loadings from direct discharges... collected during dewatering activities."

At one gathering of Citizens Against the Widening of US 95, a home owner brought a jar of water from the top of his pool. It was full of black , hard deposits which he thought may be tire rubber particles. Besides pools there is the delightful, calming and adventure spot of the Lorenzi Park springs. None of these sites need to tolerate any more sediment OR pollutant loadings.

Noted is the fact that the US 95 widening "is compatible with the latest Clark Co. Regional Flood Control District Master Plan" WHICH IS AUTHORED BY THE COMPANY OF PBS&J WHO ALSO DO THE PUBLIC RELATIONS FOR NEV. DEPT OF TRANSPORTATION !!

Federal, State, Local Permits, Certifications Reviews and APPROVALS "may be required" is a tragedy because they are simply money-collectors and have no or little semblance in action and enforcement of what is printed on these papers listed & upon payment will be approved!



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p.3 of 4

cont...

P.III-2 "Impacts...were then assessed." What are the results, conclusions, determinations? What ways were these assessments conducted and with what criteria? Who did them? What ties or obligations might this group feel toward Las Vegas/Clark County government? No mitigation for Surface Water Resources are mentioned or alluded to.

p.IV-21 "shallow aquifer zone ...water table is within"...10-30 feet of the land surface.

OUR group has known and declared from the first moment this route was suggested that Us 95 widening through the heart (Central Basin) was a stupid and bad idea even if it were in Australia.

"Ground water from this zone discharges to Las Vegas Wash and its tributaries with additional discharge by evapotranspiration and downward migration to deeper aquifers." (of course LVWash flows to Lake Mead ABOVE or UPSTREAM from where our drinking--potable water is drawn out by a pipe "straw".

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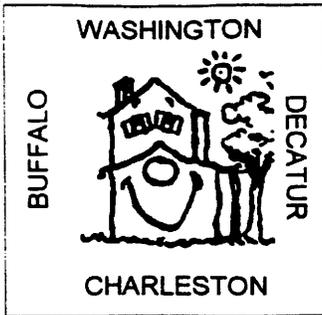
p.IV-25 "Lake Mead is principal--misspelled (principle is correct)surface water resource....supplying approx. 80 % of the water used in LV Valley in 1990....." SO MAYBE WE HAVE ACCIDENTS REPORTED, MAYBE WE HAVE SPILLS CLEANED UP, MAYBE THE MITIGATION DOESN'T RESTORE THE ORIGINAL LEVEL OF SANITATION. Can the reader/listener believe that bucks from Summerlin North, West, South is worth this?? Those residents also drink the water bathe in it, wash clothes in it and some may have gardens. Maybe YOU will be the honest one to clue them/all of us in!

p.IV-27 This surface water of ALL drainageways in US 95 widening area are tributaries to LV Wash. LAS VEGAS CREEK is a major tributary to LV Wash which flows into Lake MEAD. resulting in a repetition of the comment for p.IV-25.

Table IV-7 on ;the 2nd pg shows that drainageways crossed by or immediately adjacent to proposed flood facilities from US 95 Rainbow Blvd to I-15 has "continuous flow". (to LV Creek to LV Wash to Lake Mead --source of 80 % of Las Vegas resident water.) IMAGINATION CANNOT BE STREATCHED SO FAR AS TO SAY THAT THAT 5 MILE 10 LANE PROJECT IS RESPONSIBLE!

Figure IV-9 Great map shows water movement..

p.IV-47-- Table IV-8 verifys that there is NO NUMERIC STANDARD for surface water criteria for potential roadway pollutants in LV project area (US 95 widening proposal) for oil and grease ,
t otal dissolved solids,
total suspended solids, ...cont...p.4



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p. 4 of 4

ortho-phosphate-P ,
total phosphorous,
total Kjeldahl Nitrogen,
total Nitrogen,
Biochemical oxygen demand,OR
Chemical Oxygen Demand.

p.IV-51 -- Table IV-11 shows NDOT Roadway Runoff to Wet Weather NPS loads in LV Valley as:

9 tons	31%	oil & grease
568 tons	7%	total suspended solids
145 tons	2%	total dissolved solids
0.6 tons	7%	total phosphorous
5 tons	7%	total Nitrogen
0.06 tons	12%	total copper
0.5 tons	71%	total lead
.01 tons	20%	total cadmium
.6 tons	43%	total zinc
32 tons	87%	biochemical oxygen demand
266 tons	87%	chemical oxygen demand

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pV-2 US 95 Rainbow Blvd. to I-15 widen project from 6 to 10 lanes:
 crosses 2 mapped faults between Michael Way & Princeton Sts.
 " 3 " " at the LV Valley Water District.

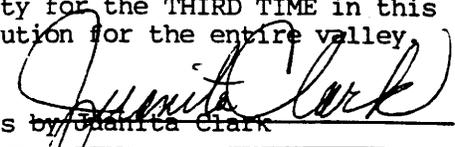
near the I-15 proposed widening this project enters a SUBSIDENCE BOWL so that:

- 1-potential risk of corrosion & blowing soil
- 2-construction period restrictions due to:
 shallow excavations
- 3-restrictions to finished roadways due to:
 cutbanks that cave,
 cemented horizons &
 flooding.

p.V-3 Wells 26 & 17 lie in an area of a SHALLOW AQUIFER (also mentioned on p.IV-21 and page 3 of this comment paper) SHALLOW AQUIFER is where the discharge of dewatering could impact water quality --now this would be a LOWERING OF OUR WATER QUALITY!

We feel that LOUIS BERGER & ASSOCIATES, INC. has presented challenges and been honest in the mitigation available while allowing the Las Vegas City Councilmen to glide over what they wish for the Federal dollars.

COUNCILMEN--discriminating against the heart of the city for the THIRD TIME in this 5 mile area is INCREASING air & water pollution for the entire valley.

review & comments by  Juanita Clark

AIR QUALITY TECHNICAL

Assumed that growth will continue "at varying rates" over the next decade.

Resort growth in all areas supersedes growth in ALL sectors of the Clark County economy.

Note—5 MILLION ACRES of land impacted!

Predominately residential —growth is fueled by Las Vegas Resort Corridor

1/3 will live in this area by 2005.

Map figure I-2 shows entire project lies within City of Las Vegas & City of North Las Vegas boundaries. South boundary is Desert Inn Road—East boundary is Martin Luther King St. and Interstate 15. "On the North & West, the project area is bounded by the limits of existing and planned development

page I-4 Resort corridor is set forth as an employment center and central location. Link

to Resort corridor is the "driving force" for this project.

page I-4 Alternatives. 1-No build 2-A locally preferred alternative (adopted by local and state authorities). (A)widening of US-95 . Rainbow to MKK is most disrupting.

page I-10 check area of widening Rainbow to Torrey Pines closely. Decatur Blvd to Valley View "Western H.S. without direct impact to school facilities".

page I-11 & 12 "braided" is elevated which is against what was the preferred plan

(B) Summerlin Pkwy to US-95 from Rampart Blvd. "...much of the growth on US-95 is expected to come from the Summerlin Parkway..." Elevated Ramp (HOW) proposed, also against the preferred plan. Going from 12 down into 10 lanes of highway. (HOW WOULD THIS HELP CONGESTION?)

(D) Freeway Management System

(E) Arterial planning to Western DEVASTATING. Eliminate existing shoulders. (&) Enhanced bus service (private driving time? question) delivery time for buses?

I-19 Would the mono rail work? Are the buses being used?

Figure I-8 Park & Ride Lots (air quality)? (g)enhanced bus service (air quality)

(H) Transportation Demand Management ?

Page II-1 Summary of findings—"...SERIOUS NON ATTAINMENT FOR NATIONAL AMBIENT AIR QUALITY STANDARDS (CO)(PM 10). Deadline for attainment 12/31/2000 (CO) (PM 10) 12/31/2001 — want PM 10 to 2006. 1 - already seems to be subsidy.

page II-1 Interim build year 2015- Design year 2020

page II-2 "assumed at 1.8 meters for breathing" ASSUMPTIONS- -ASSUMPTIONS

What the EPA recommended "default mode of operation emission factors"?

Rainbow to I-15 worst impacted—CO

Note: good definition of traffic interaction here. "Increase in traffic volume lead to congestion AND congestion leads to lower on road speeds.

P II-3 "...traffic mapping for the year 2015 and 2020. "...based on the conclusion that the higher —traffic volume intersections are more likely to produce elevated levels of Co.

*If no widening -
that will be
growth of traffic
new?*

Page II-3 Park & Ride "...intersections near park & ride lots may experience an increase in traffic..." another point for NO BUILD ! "These intersections would be expected to experience a decrease in level of service as a result of the project and a potential decrease in air quality compared to the NO BUILD ALTERNATIVE..."

page II-3 "...other potential air quality impacts from stationary activity are usually insignificant when equipment is well maintained and operated in well ventilated areas..."

Page II-4 Construction mitigation—factor — factor set out — caveat "where possible"

Page II-4 contest

page II-6 Build - Build - Build. table does not seem to bear out

page III-1 40 CFR part 50 — 1970 Clean Air Act Co - So2 — Pm10 ozone (O3)
(Nb2) lead

SOCIO ECONOMIC / LAND USE / AESTHETICS Technical Study Volume I
Build alternate A -- A through H (A) US95 widening (B) widening of
Summerlin Hwy Rampart to US 95 (C) HOV lanes (D) Freeway mgt. System (E) New Arterial
improvements & Connections (G) enhanced Transit (H) Transportation Demand mgt.

NOTE: Nothing ties the above all together . example= if the 8 actions above are not taken,
what is the result??

360,000 workers live in county strip (Winchester & Paradise) employ 37%.

2/3 of population is (of population is) L.V. & N.L.V. 66 % live in Clark County. Seniors larger group.

27 % live in project area. Growth in "fringe" areas not the inner cities. Higher black
RESIDENTS. 25 % of housing in the area. County = 5 million acres of land with most H.M..

Little vacancy in project area.

IE: the impacted people are NOT the people using the 5 miles between Rainbow & Spagetti Blvd!
page II - 5 Future Growth is actively ENCOURAGED THROUGHOUT THE LAS VEGAS VALLEY & LAND USE PLANS

& POLICIES ARE DESIGNED WITH FLEXIBILITY TO ALLOW CURRENT GROWTH TO CONTINUE.

22 neighborhoods

24 miles of roads

page II-8 nothing to look at !!!

5 East/West arterials cross I - 15., 378 schools—more traffic to NLV.

6.5 years construction time for 850 people.

Direct economic impact only during construction period.

Las Vegas will lose tax money—greater results from widening US 95.

School enrolment will change (396 -A / 334 B) - House/ apt at low end

Increased residential traffic could result

page II-19

Businesses may have a problem relocating

Community impacted 7 + 2 indirect.

page II-23 Businesses serving neighborhoods may result in less cohesiveness & traffic could
adversely impact neighborhood. Impact to

page III - 1
Federal - State Guidelines

States can adopt standards more strict. NEVADA CHOSE NOT TO DO THAT!

USEPA has the ultimate responsibility for protection ambient air quality -- In Clark County --
commissioner, Department of Comprehensive Planning.

Page IV - 1 New attainment plan submitted in 1997 - Finalized still another plan in May 1999 - 1995
remains in effect.

Note: PM 10 NOT mitigated by US 95 in ANY way. In fact, it will be temporarily worsned.

page IV -3

PM10 cent.
dust from roads

page V - 1 Admit can't determine impact to ozone..."For these reasons it is not currently feasible
to calculate project level impact to ozone.

PAGE V - 2"horizontal dispersion imparted to pollutants by vehicle effects."
NDOT gives 30 ° F as "ambient temperature" check !

page V - 4 "...highest Co concentration will occur in a direct line, horizontally down wind from
the source..."

P F factor - presistance factor -- where is Paul Meyer Park ?

vehicle mix -- Some vehicles pollute more than others. V I C volume to capacity ratio.

higher the V I C ratio the closer the roadway is to capacity

Page VII - 1 --clean air acts ammendment (CAAA) 1990 State Implementation Plan (SIP) for all in
NON ATTAINMENT -- Get SIP !!! TCR? Title 23 U.S.C. or Federal Transit Laws (49 U.S.C.
Chapter 53) 40 CFR para 51 & 93. Title 23 U.S.C. or Federal Transit ccf. -- Health District
PM10 mitigates program.

CONCLUSION: Widening U.S.95 will increase the days of compliant quality by ONE
during a period of 20 - 30 years. One more air quality compliant day for
\$200 million.

from: Lee Wayne Haynes

To: Daryl James
Carson City, NV



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service



Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

July 8, 1999

Daryl James, Chief
Environmental Services Division
Nevada Department of Transportation
1263 South Steward Street
Carson City, NV 89712

Dear Mr. James:

Thank you for the opportunity to comment on the proposed Draft Environmental Impact Statement (DEIS) for US-95, Las Vegas, Nevada. We are responding on behalf of the U.S. Public Health Service, Department of Health and Human Services. Please remove Mr. Charles Custard's name and address from your mailing list, and send all future NEPA documents for public health review to the address on this letter.

Because of the volume of DEISs available for review each year and our limited resources, a comprehensive review of every document developed under the National Environmental Policy Act (NEPA) is not conducted. However, we screen most of the documents and select for review those which, in our view, pose the most significant potential for impacts upon human health.

With the long standing history of the NEPA process, and the fact that many projects are similar in scope, our experience in reviewing EISs allows us to anticipate areas of potential health concerns typically associated with these projects. Therefore, we are providing a list of topics which may involve potential public health concerns which are of particular interest to us.

We recommend that during the NEPA process the sponsors ensure that the topics below are considered along with other necessary topics/concerns, and be addressed if appropriate for the proposed project. Mitigation measures/plans which are protective of the environment and public health should be described in the EIS wherever warranted for adverse impacts.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

Page 2 - Mr. James

II. Air Quality

- dust control measures during project construction, and potential releases of air toxics
- potential process air emissions after project completion
- compliance with air quality standards

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Radiation

- proper management to avoid exposure which may adversely affect human health during and after construction of project

VII. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VIII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

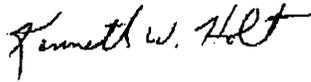
IX. Land Use and Housing

- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

Page 3 - Mr. James

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to various federal projects. Any health related topic which may be associated with this NEPA project should receive consideration when developing draft and final EISs.

Sincerely,



Kenneth W. Holt, MSEH
Emergency and Environmental Health Services Division
Chemical Demilitarization Branch (proposed) (F16)
National Center for Environmental Health

Ycca
7/6/99

June 28, 1999

Mr. Daryl N. James
NDOT, Environmental Services Division
1263 S. Stewart St.
Carson City, NV 89712

Dear Mr Cooper,

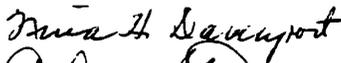
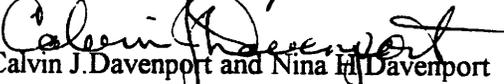
Our home, located at 109 Deerbrook Lane, Las Vegas, NV and immediately west of OK Adcock grammar school , will be severely impacted by the US 95 expansion. Depending on which drawing or plan, approximately 1500 square feet of our property will be taken and the sound wall will be approximately 10 feet north of our garage. The original plan did not designate our house to be taken; however, we understand later revisions include taking our house.

We are not anxious to lose our home. However, if the sound barrier and highway are that close, we do not desire to stay here. An additive benefit might be that our property could be used as an entrance to the park which is planned to be built on the current OK Adcock school site.

This problem is further amplified by my wife's medical condition. Among other things, she has multiple sclerosis and acute asthma. Dust, noise and other conditions relating to the massive construction and excavation which will be required tend to exacerbate both medical problems.

Therefore, request our home be considered to be taken prior to construction-start for the new OK Adcock grammar school.

Sincerely,



Calvin J. Davenport and Nina H. Davenport
109 Deerbrook Lane
Las Vegas, NV 89107
tel: (702)878-5103

7041 Doug Deaner Avenue
Unit #105
Las Vegas, NV 89129
May 26, 1999

Daryl James, P.P. Chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James:

We are homeowners in the Sunhampton Condo Complex at the corner of Gowan Street and Dalecrest Drive, between Craig and Rainbow, which is west of the proposed highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic created by this highway expansion.

We earnestly request that NDOT erect the maximum high Noise Abatement Wall to minimize noise and maintain property values in this area.

Sincerely,



Paul R. Davies



Marilyn Davies

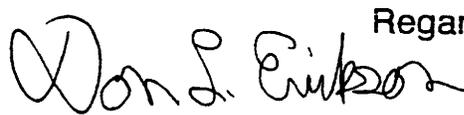
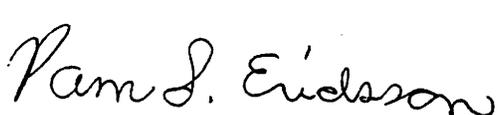
June 14, 1999

Dear Mr. James,

This letter is regarding the I-95 expansion project. If alternative plan-A is to be used, then the use of sound walls are required. The noise levels in the surrounding neighborhoods- mine- would be intolerable without the use of a sound barrier. There is also Ruth Fye Elem., which borders the project. Adequate protection must be provided for the children of that school due to the length of time they will be exposed to the increased noise/pollution levels.

Other factors that need to be examined are traffic impacts on the surrounding streets. Will more speed humps be needed? More stop signs or lights? I am in favor of increasing the number of speed humps on the streets just north of I -95 (Avalon Ave, Bonanza., etc..), to remind drivers that they are in a residential area.

Please feel free to contact me with any further news. Thank-you for your time.

Regards,
 

deadtrek@earthlink.net

June 9, 1999

NDOT US-95 Project Office
PO Box 170
Las Vegas, NV 89125

To Whom It May Concern:

I own a home at 6924 Tulsa Circle in the City of Las Vegas. Approximately 200 feet of my back property line fronts US-95. My main concern in this widening project is the increased noise.

Currently, if I am in my backyard on the patio or in the pool, it is very noisy. US-95 traffic is increasing everyday and the noise is of course getting louder. I want to make sure that when construction begins that a proper sound barrier is constructed. One that is not only pleasing to the eyes, but also functional in reducing sound levels. I have seen barriers around the city that in my opinion are not tall enough or not aesthetically pleasing.

I realize you will be getting comments regarding the view. I feel that currently there is no view because of apartments that were constructed on the westside of US-95. I want to make sure that the proposed sound barrier is tall enough to be functional as well as aesthetically pleasing. Blocking any view that is perceived is not as important as a proper sound barrier wall that will improve the quality of backyard life to all the homes bordering US-95 from Rainbow Blvd. to Craig Road.

Sincerely,



Michael Ferrendelli
6924 Tulsa Circle
Las Vegas, NV 89108

July 2, 1999



The Fletcher Family

Daryl James
Nevada Dept. of Transportation
Environmental Services Div.
1263 South Stewart Street
Carson City, Nevada 89172

INCREASED FLOOD POTENTIAL WITH THE WIDENING OF US95 AT RANCHO

My major concern with the proposed widening of US95 is an ongoing/existing problem of adequate water drainage. The south end of Ramsey Street in Las Vegas, Nevada is threatened by rising flood water each time there is medium rainfall for extended periods (days), or if there is heavy rainfall (when it down pours steadily for one (1) hour or longer). My concern is whether the flood potential will increase if US95's additional westbound lanes are moved closer to my property line.

My home is located at 201 Ramsey Street. There is a drainage outlet that contains one small drain (27 inches in diameter), & one large drain (30 inches in diameter) located at the south end of Ramsey.

The larger drain runs north & south and goes directly under US95's north & south sides. The overflow water from the south side of US95 and the water from US95 at Rancho to Valley View is dumped onto Ramsey into the water collection area by the larger drain and slowly exits through the smaller drain.

The smaller drain, which is approximately four (4) feet East of the larger drain, receives all the water from the larger drain, neighboring streets from US95 at Valley View through Bonanza Road before Rancho Road and removes it through at an eastward flow. The problem is that the smaller drain can't handle the water drainage demands placed on it. When this happens, the water backs up and floods the entire south end of Ramsey Street. I have videotape to support this fact.

There is a problem when heavy or extended rain falls. The smaller drain can not accommodate the increased water flow, which leads to the water rising to dangerous levels. The last heavy rainfall that occurred in Spring 1999 caused the entire south end of Ramsey Street to rise/flood. The water rose up on my lawn to just within 15 feet of my front door.

My neighbors at 300 Ramsey Street had one of their vehicles parked on the curb in front of their home and the water rose to the top of the driver's side door and flooded the interior of car and the engine.

The worst flooding occurred in July 1989. Two of my vehicles that were parked in front of my home were flooded. The one car parked directly in front was flooded up to the top of its windows. The hood was under water--you could not even see it. The water rose up my front

Michael W. Fletcher, I
201 Ramsey Street
Las Vegas, NV 89107

lawn to my front door (I have a photograph of this). Thank God the Rain stopped. had it not, my home would have been flooded inside like my neighbor's home at 128 Ramsey Street--water was knee deep in places inside their home. and they suffered major damage.

As stated earlier. I am very concerned that with the widening of US95. I feel this will increase the risk of damage to my property. Will flooding be certain if the drain is relocated or moved closer to my home? Will this problem be corrected and eliminated when US95 is widened on the north side at Rancho?

I appreciate your assistance in this matter. Please call me at (702) 646-6747 if you have any questions.

Sincerely,

Michael W. Fletcher

Michael W. Fletcher. I

VLL
7/6/17

CATALINA APARTMENTS LLC
117 N Fuller Ave
Los Angeles, CA 90036

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

RE: US 95 EXPANSION

Dear Mr. James,

I am the owner of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95 just West of Jones Blvd.

We purchased this apartment complex approximately 2 months ago. We were not aware at the time of our purchase of the proposed expansion of the highway, and were not contacted subsequently for the public hearings. However I understand that you are still in the public comment stage and I would like to make my feelings known.

I met with the Right of Way people in Las Vegas last week and I was shown a proposed map of the routing US 95. It seems to me that the routing was deliberately swung north at Jones Blvd.

I am outraged that the powers that be would intentionally displace 60 families (approx. 250-300 people) and destroy a multi million dollar apartment complex when there is vacant available land on the south side of the highway. The Mirabelli Park is a little used park that runs adjacent to US 95 on the south at Jones Blvd. This park could be moved to another location and the highway could be expanded without displacing these families.

Aside from the displacement of 60 families, Your proposed routing will decimate our project. You will destroy 8 buildings, we will not have proper access to the property, our office will be destroyed as well as our pool, laundry room and clubhouse. This will cause millions of dollars of unnecessary damage over and above the loss of the portion of the property taken.

Please reconsider your proposed routing in the area of Jones Blvd. We are well aware the transportation needs of the Las Vegas community and we are NOT asking for the NO BUILD option. We are just asking for the routing to be done in a less destructive manner.

If you have any interest in discussing the matter feel free to call me at (323) 931-7776)

Sincerely,



Chaim Freeman
Managing Partner

July 7, 1999

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

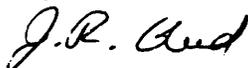
Dear Mr. James:

Please find enclosed our response to the *US 95 Environmental Impact Statement Section 4(f) Evaluation, Hazardous Waste Technical Study*. We are the owners of 1400 & 1410 Industrial Road, Las Vegas, NV, which is within the Arterial Street Connectors, Alternatives A and B study area. 1400 Industrial has been named a Proposed Property Acquisition Site and a Suspect Site in this study. We feel that erroneous information contained in this study could adversely affect our property value and are requesting this report to be corrected. We repeatedly brought this matter to the attention of Roger Patton of Louis Berger & Associates at the meetings held in Las Vegas concerning this Environmental Impact Statement. We were dismayed to find the misinformation concerning the properties in our area to be included in this report. After obtaining a copy of this report, I spoke with Brenda Polhman of NDEP and she concurred that this report needs to be updated. I believe that she has contacted NDOT recently concerning this report.

The above referenced study includes 1400 Industrial Road (Map ID 21) as a suspect site due to the proximity of 1400 Industrial Road to Known Contamination Sites; including Golden Engine and Cylinder at 1414 Industrial, Grayline Tours at 1550 Industrial Road, and Western Linen at 1205 Western Avenue. This hazardous waste technical study contains outdated Remediation statuses for the Golden Engine, Grayline Tours and Western Linen sites.

According to Nevada Division of Environmental Protection (NDEP) records and Brenda Pohlman of NDEP the Golden Engine site and the Western Linen site have been assessed under NDEP direction and the cases have been closed by NDEP. The Grayline Tours site is being remediated. Golden Engine was found to be non detect. As our site is adjacent to Golden Engine, and golden engine is located between our property at 1400 Industrial and Grayline Tours, we feel that 1400 Industrial Road is not suspect and should be removed from the suspect site list. Furthermore, we are not aware of any hazardous activities that could have occurred on our property directly. We are requesting that this study be updated and that the consultants responsible for the updating should directly contact NDEP for accurate site statuses.

Sincerely,



Jennifer R. Gleed

Gleed Family Trust

Gleed Family Trust response to the inclusion of 1400 Industrial Road as a Proposed Property Acquisition Site and a Suspect Site in the *US 95 Environmental Impact Statement Section 4(f) Evaluation, Hazardous Waste Technical Study.*

The *US 95 Environmental Impact Statement Section 4(f) Evaluation, Hazardous Waste Technical Study* includes 1400 Industrial Road (Map ID 21) as a suspect site due to the proximity of 1400 Industrial Road to Known Contamination Sites; including Golden Engine and Cylinder at 1414 Industrial, Grayline Tours at 1550 Industrial Road, and Western Linen at 1205 Western Avenue. This hazardous waste technical study contains outdated Remediation Statuses for the Golden Engine, Grayline Tours and Western Linen sites. According to Nevada Division of Environmental Protection (NDEP) records and Brenda Polhman of NDEP, the Golden Engine site and the Western Linen site have been assessed under NDEP direction and the cases have been closed by NDEP. The Grayline Tours site is still being remediated.

Golden Engine was found to be non detect. As our site is adjacent to Golden Engine, and Golden Engine is located between our property at 1400 Industrial Road and Grayline Tours, we feel that 1400 Industrial Road should be removed from the suspect site list. We also feel that this study should be updated and that the consultants responsible for the updating should directly contact NDEP for accurate site statuses. Furthermore, historically, no hazardous waste activities have taken place directly at 1400 Industrial Road to warrant 1400 Industrial Road to be suspect.

We feel that the incorrect and outdated hazardous waste information contained in this study could adversely effect property values in the Industrial Road, north of Wyoming Avenue, section of the Arterial Street Connectors, Alternatives A and B. We are demanding that any misinformation concerning 1400 Industrial Road and any misinformation concerning any sites in the vicinity that could affect the property value of 1400 Industrial Road be corrected.

Dawn M. Gronau - 610 S. Ninth St. - Las Vegas, NV 89101 - (702)385-3300

May 20, 1999

Daryl James, P.P. Chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James:

I own a home in the Sunhampton Condominium complex located at the corner of Gowan and Dalecrest, between Craig Road and Rainbow. My home is located just west of the new highway 95 freeway expansion.

Due to the close proximity of the freeway, several residents of Sunhampton, as well as myself, are concerned about the additional noise the expansion will cause in our community. Please consider this correspondence a formal request for the erection of a noise abatement wall, at the maximum height allowable in our neighborhood. I believe this would help to ease any annoyance created by the increased traffic volume.

Sincerely,



DAWN M. GRONAU
3613 Shawn Reynolds Court #203



1 Robert W. Hall
 2 10720 Button Willow Drive
 3 Las Vegas, Nevada 89134
 4 702-360-3118
 5 FAX: 702-360-3119

6 NEVADA DEPARTMENT OF TRANSPORTATION, STATE OF NEVADA
 7 U.S. FEDERAL HIGHWAY ADMINISTRATION

8 In the matter of US-95 DRAFT) PUBLIC COMMENTS & PROTEST;
 9 ENVIRONMENTAL IMPACT) CERTIFICATE OF SERVICE
 10 STATEMENT/DRAFT SECTION 4(f))
 11 EVALUATION, APRIL 1999)

12 PUBLIC COMMENTS & PROTEST

13 NOTICE

14 We request that our comments and protest be included in
 15 their entirety, without paraphrasing or summarization of any kind
 16 or nature whatsoever, in the record of the above-named Public
 17 Hearing process.

18 By using the words "you" or "your agency" in this document,
 19 we direct the question or issue to the legally responsible agency
 20 among the two agencies cited above. There are instances where
 21 both agencies are the responsible agency or agencies.

22 We request that each agency respond or take action to remedy
 23 the allegations contained herein according to their individual
 24 responsibilities, pursuant to environmental laws that apply to
 25 their individual or coordinated activities. The above-named
 26 agencies noticed the public forum together, and both have relied
 27 upon the environmental documents provided to the public.

28 This is one of several Public Comment & Protest documents
 the Petitioner has filed under similar circumstances. The first
 document was filed December 17, 1998, the second on December 20,

29 In the matter of the Federal Highway Administration and Nevada Department of
 30 Transportation Re: Environmental Assessment FHWA-NV-EA 98.02, July 1998,
 Interstate 15 Widening I-215 to Lake Mead Drive, and filed December 17, 1998.

1 1998, the third was filed on January 27, 1999, the fourth was
2 filed on April 15, 1999 and the fifth was filed May 14, 1999.
3 All four documents focus on similar, but not identical issues.
4 Combined, they constitute allegations of serious, knowing,
5 willful conspiracy to violate and evade federal, state and local
6 environmental laws.

6 GENERAL FHWA/NDOT EA COMMENTS

7 The following are the comments of Robert W. Hall, as an
8 individual, and as chair of the Nevada Environmental Coalition
9 (NEC). Hall is also a member of the Clark County Northern and
10 Western Beltway Committee, having been appointed by the Las Vegas
11 City Council.

12 Hall lives, works, recreates, and owns property in the dust
13 bowl known as the Las Vegas Valley. The area encompassing
14 metropolitan Las Vegas is designated by the United State
15 Environmental Protection Agency (USEPA) as a Clean Air Act
16 serious "non-attainment" air pollution area by seriously failing
17 to meet federal health standards for particle matter tens microns
18 or less (PM10), and carbon monoxide (CO). The area is well known
19 as a dust bowl.

20 Hall is proximately and adversely affected by being
21 involuntarily forced to breathe the serious air pollution caused
22 in part and to a substantial degree, by the agencies or entities
23 named herein. The serious air pollution described herein has

24 ¹ In the matter of the Federal Highway Administration Environmental Assessment
25 U.S. 95, FHWA-NV-EA-80-02 (F-95-2[6] 7094), 1981, and Design Hearing, Northern
26 Las Vegas Beltway Interchange @ US-95, December 14, 1998, filed December 20,
27 1998.

28 ² In the matter of the Federal Highway Administration Environmental Assessment
I-15/Northern Las Vegas Beltway Interchange, Clark County, FHWA-NV-EA-98.03,
December 1998; and Location/Design Public Hearing, Northern Beltway/I-15
Interchange; January 11, 1999, filed January 27, 1999.

³ In the matter of the Environmental Assessment, I-15/Sahara Avenue, Nevada,
FHWA-NV-EA-99.01, February 1999 and Location/Design Public Hearing, I-
15/Sahara Avenue Modification, Las Vegas, Nevada, March 30, 1999, filed April
15, 1999.

⁴ In the matter of the Western Las Vegas Beltway, Sahara Avenue to Summerlin
Parkway Design Hearing & Public Information Meeting, April 26, 1999.

1 caused Hall to develop a nagging cough when there is dust in the
2 air. Hall is a long-time professional associate, non-physician,
3 and research member of the American Academy of Environmental
4 Medicine. Hall holds a master's degree in counseling psychology
5 and has trained as a medical psychotherapist.

6 By and through Hall's research of USEPA and scientific
7 literature, Petitioner has knowledge that a component of the dust
8 in the Las Vegas Valley is silica, a known carcinogen according
9 to the World Health Organization. Silica laden dust also
10 aggravates other lung medical conditions. Petitioner has
11 knowledge from his reading of the scientific literature that
12 silica-laden dust is slowly harming and further threatens Hall's,
13 and Hall's family's physical and psychological health, welfare,
14 and economic well being. The same, of course, is true for the
15 other residents of the Las Vegas Valley. Hall alleges in part,
16 an injury in fact that is fairly traceable to chain of causation
17 activities in the Las Vegas Valley non-attainment area. Hall
18 alleges in part, a legal wrong because of the agency action
19 described herein, which was adversely affected or aggrieved by
20 the agency's action within the meaning of the relevant statutes.

21 STATUTES AND REGULATIONS

22 The comments herein are based on the following:

23 (1) Administrative Procedure Act, 5 U.S.C. §500, et seq.

24 (2) Clean Air Act, 42 U.S.C., Chapter 85, Air Pollution
25 Prevention and Control. The comments are made with special
26 attention to Subchapter I - Programs and Activities, Parts A, C,
27 and D,

28 (3) The National Environmental Protection Act of 1969 as
amended (NEPA), 42 USC 4321, et seq.,

(4) Counsel on Environmental Quality (CEQ), 40 CFR Parts
1500-1508,

1 (5) Title 23, Highways, Chapter I, Federal Highway
2 Administration, Department of Transportation, Part 771,
3 Environmental Impact and Related Procedures, 23 CFR 771, *et seq.*

4 (6) 40 CFR Parts 51 and 93 (where Part 51 is cited, the cite
5 also refers to the applicable, parallel Part 93 cites which may
6 or may not be cited herein),

7 (7) 62 FR 43780, *et seq.*, August 15, 1997,

8 (8) 58 FR 62188, *et seq.*, November 24, 1993,

9 (9) The current, applicable, approved Nevada SIP⁶, and

10 (10) Common tort law.

11 (11) The findings of the United States Court of Appeals,
12 District of Columbia Circuit, 167 F.3d 641, March 2, 1999.

13 The comments and protests herein are generally applicable to
14 all highway programs, including but not limited to all federally
15 funded programs in the Las Vegas Valley. This includes the
16 funding for the planning, acquisition of rights-away,
17 construction and operation of valley highways. The comments and
18 protests herein apply if the Project is required to comply with
19 federal laws whether federal money is involved or not.

20 The comments and protests herein apply to the extent that
21 the agencies or entities are required to comply with the
22 applicable, approved State Implementation Plan (SIP) and/or
23 conformity determination involving direct and/or indirect air
24 pollution as defined in applicable state and federal regulations.
25 23 CFR § 771.107. Definitions. ... (b) Action. A highway or
26 transit Project proposed for FHWA or UMTA funding. It also
27 includes activities such as joint or multiple use permits,
28 changes in access control, etc. which involves federal highways
and may or may not involve a commitment of Federal funds.

The Clean Air Act establishes a joint state and federal
program for regulating the nation's air quality. The Act

1 requires EPA to establish National Ambient Air Quality Standards
2 ("NAAQS") for various pollutants. See 42 U.S.C. § 7409 (1994).
3 It also requires each state to adopt a State Implementation Plan
4 (known as a "SIP") that "provides for implementation,
5 maintenance, and enforcement of [NAAQS] in each air quality
6 control region (or portion thereof) within such State." Id. §
7 7410(a)(1). SIPs must include "enforceable emission limitations
8 and other control measures, means, or techniques..., as well as
9 schedules and timetables for compliance, as may be necessary or
10 appropriate" to meet the NAAQS. Id. § 7410(a)(2)(A). "[A]fter
11 reasonable notice and public hearings," each state must submit a
12 SIP with such pollution control strategies to EPA. Id. §
13 7410(a)(1). EPA typically approves SIPs pursuant to notice-and-
14 comment rule making.

15 In 1977, Congress amended the Clean Air Act to ensure that
16 transportation planning at the local level conforms to pollution
17 controls contained in approved, repeat approved SIPs. To
18 accomplish this, the 1977 amendments prohibit federal agencies
19 from assisting, approving, or supporting "any [transportation]
20 activity which does not conform to [an applicable SIP]." Pub. L.
21 No. 95-95, tit. I, sec. 129(b), § 176(c), 91 Stat. 745, 750
22 (1977).

23 Because Congress "offered little guidance" on the 1977
24 conformity requirement, and because federal agencies "largely ...
25 ignored" it, Clean Air Conference Report, 136 Cong. Rec. 36,103,
26 36,105-06 (1990), Congress amended the Act again in 1990 to
27 expand the content and scope of this requirement. See Pub. L.
28 No. 101-549, tit. I, sec. 101(f), 110(4), § 176(c), 104 Stat.
2409, 2470 (1990) (codified at 42 U.S.C. § 7506(c)). The focus
of this case, the 1990 amendments do two things. First, they

² See, USEPA Clark County Applicable State Implementation Plan Action Log,
last updated 01/27/99; Exhibit "A" attached hereto.

1 establish general criteria for determining whether a
2 transportation activity conforms to a SIP:

3 (1) Conformity to an implementation plan means--

4 (A) conformity to an implementation plan's purpose of
5 eliminating or reducing the severity and number of
6 violations of the national ambient air quality
standards and achieving expeditious attainment of
such standards; and

7 (B) that such activities will not--

8 (i) cause or contribute to any new violation of
any standard in any area;

9 (ii) increase the frequency or severity of any
existing violation of any standard in any area;
or

10 (iii) delay timely attainment of any standard or
11 any required interim emission reductions or other
mile-stones in any area.

12 42 U.S.C. § 7506(c)(1). Heads of federal agencies have "an
13 affirmative responsibility" to assure conformity of any federally
14 assisted or approved activity to an applicable SIP. Id. Second,
15 the 1990 amendments integrate the attainment and maintenance of
16 air quality standards with the specific transportation planning
17 process prescribed by the Urban Mass Transportation Act. As the
18 Clean Air Conference Report put it, "[t]he purpose of the new
19 'conformity' requirement is to ensure that the transportation
20 systems choices made by the community and incorporated into the
21 regional transportation plan required by [federal transportation
22 statutes] are consistent with achieving the allowable emission
23 targets for each pollutant assigned to mobile sources in the
24 SIP." 136 Cong. Rec. at 36,106 col.2. Under the Urban Mass
25 Transportation Act, the governor of each state, in agreement with
26 local officials, must designate a metropolitan planning
organization (known as an "MPO") for each urban area with more
than 50,000 people. See 49 U.S.C.A. § 5303(c)(1). The MPO plans
for the transportation needs of that area. It develops a long-

1 range transportation plan (referred to in the statute as a
2 "plan") which specifies the facilities, services, financing
3 techniques, and management policies that will comprise the area's
4 transportation system over a 20-year period, see id. § 5303(f),
5 as well as a short-term transportation improvement program
6 (referred to in the statute as a "program" and in the regulations
7 as a "TIP") which identifies and prioritizes the specific
8 transportation projects to be carried out over the next three
9 years, see id. § 5304(b). The heart of the Clean Air Act's 1990
10 conformity requirements consists of the following restrictions on
11 approval and funding of transportation plans, programs, and
12 projects:

13 (2) Any transportation plan or program developed pursuant to
14 Title 23 or the Urban Mass Transportation Act shall implement the
15 transportation provisions of any applicable implementation plan
16 applicable to all or part of the area covered by such
17 transportation plan or program. No Federal agency may approve,
18 accept or fund any transportation plan, program or project unless
19 such plan, program or project has been found to conform to any
20 applicable implementation plan in effect under this chapter. In
21 particular--

22 (A) No transportation plan or transportation
23 improvement program may be adopted by a [MPO], or be found
24 to be in conformity by a [MPO] until a final determination
25 has been made that emissions expected from implementation of
26 such plans and programs are consistent with estimates of
27 emissions from motor vehicles and necessary emissions
28 reductions contained in the applicable implementation plan...;

...
(B) a transportation project may be adopted or
approved by a [MPO] or any recipient of funds
designated under Title 23 or the Urban Mass
Transportation Act, or found in conformity by a
[MPO] or approved, accepted, or funded by the
Department of Transportation only if it meets
either the requirements of subparagraph (D) or the
following requirements (emphasis added)--

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(I) such a project comes from a conforming plan and program;

...

(D) Any project not referred to in subparagraph (C) shall be treated as conforming to the applicable implementation plan only if it is demonstrated that the projected emissions from such project, when considered together with emissions projected for the conforming transportation plans and programs within the nonattainment area, do not cause such plans and programs to exceed the emission reduction projections and schedules assigned to such plans and programs in the applicable implementation plan. (Emphasis added.)

42 U.S.C. § 7506(c)(2). Previously and according to the Agency, these provisions apply only to "nonattainment" areas (i.e., areas that have not met an air quality standard for a particular pollutant) and to "maintenance" areas (i.e., former nonattainment areas that have met the appropriate standard). See 40 C.F.R. §§ 93.101, 93.102(b) (1998).

In addition to specifying general conformity criteria and imposing restrictions on regional transportation planning, the 1990 amendments establish conformity criteria that apply to transportation plans, programs, and projects prior to Agency approval of a submitted SIP. See 42 U.S.C. § 7506(c)(3). The amended Act also authorizes EPA to promulgate criteria and procedures for determining conformity, provided that "in no case shall [conformity] determinations for transportation plans and programs be less frequent than every three years." Id. § 7506(c)(4)(B)(ii).

EPA first issued criteria and procedures for making conformity determinations in 1993. See 58 Fed. Reg. 62,188 (1993). It then amended those procedures in a series of rulemakings. See 60 Fed. Reg. 40,098 (1995); 60 Fed. Reg. 57,179

1 (1995). In recent years, the United State Court of Appeals for
2 the District of Columbia Circuit has heard two challenges to
3 these amended rules. See Sierra Club v. EPA, 129 F.3d 137 (D.C.
4 Cir. 1997) (invalidating one-year exemption from statutory
5 conformity requirements for transportation activities in
6 nonattainment areas), Environmental Defense Fund, Inc. v. EPA, 82
7 F.3d 451 (D.C. Cir. 1996) (upholding various regulations as
reasonable interpretations of the statute).

8 CONFORMITY

9 The problem in the Las Vegas Valley starts at the top of the
10 regulatory pyramid, not at the bottom. Simply stated, the FHWA
11 and NDOT have failed to look at the big picture when it comes to
12 NEPA and the CAA. The following appeal decision discussion frames
13 the federal agency legal issue in the Las Vegas Valley and is a
14 major part of our comments and protest.

15 In a March 2, 1999 case, petitioner Environmental Defense
16 Fund argued that various provisions of EPA's most recent Final
17 Rule, see 62 Fed. Reg. 43,780 (1997) (codified at 40 C.F.R. §§
18 93.100-93.128), violate the conformity requirements set forth in
19 the 1990 amendments to the Clean Air Act. Specifically, the
20 petitioner contended: (1) that section 93.121(a)(1) of the
21 regulations unlawfully permits local authorities to approve
22 transportation projects in the absence of a currently conforming
23 transportation plan and program, (2) that section 93.102(c)(1)
24 suffers from the same defect with respect to federal funding of
25 transportation projects, and (3) that sections 93.118(e)(1),
26 93.120(a)(2), and 93.124(b) unlawfully require or permit
27 conformity determinations to be based on emissions budgets in
28 SIPs that EPA has disapproved or not yet approved.

Applying Chevron's two-step inquiry, the appeals court took
up each claim in turn. The court began by asking, "whether
Congress has directly spoken to the precise question at issue."

1 Chevron U.S.A. Inc. v. Natural Resources Defense Council, Inc.,
2 467 U.S. 837, 842 (1984). If so, "that is the end of the matter,
3 for the court, as well as the agency, must give effect to the
4 unambiguously expressed intent of Congress." Id. at 842-43.
5 However, if "the statute is silent or ambiguous with respect to
6 the specific issue," we must defer to the Agency's construction
7 of the statute as long as it is reasonable. Id. at 843.

8 The appeals court started with EDF's challenge to section
9 93.121(a)(1) of the regulations, which provides that an MPO or
10 other recipient of federal funds may adopt or approve a
11 regionally significant transportation project if "[t]he project
12 was included in the first three years of the most recently
13 conforming transportation plan and TIP (or the conformity
14 determination's regional emissions analyses), even if conformity
15 status is currently lapsed." 40 C.F.R. § 93.121(a)(1).
16 Conformity status of a transportation plan or program lapses when
17 more than three years pass without a new conformity determination
18 by an MPO or the Department of Transportation. See 42 U.S.C. §
19 7506(c)(4); 40 C.F.R. § 93.104(b)(3), (c)(3). Under section
20 93.121(a)(1), local officials may approve a transportation
21 project as long as it once appeared in a conforming plan and
22 program, even if the plan and program no longer conforms at the
23 time of project approval. By authorizing this result, petitioner
24 argues, section 93.121(a)(1) violates the Clean Air Act's
25 requirement that projects "come from a conforming plan and
26 program." 42 U.S.C. § 7506(c)(2)(C). The appeals court agreed.

27 At the outset, the appeals court thought it important to
28 make clear that the dispute over the legality of section
93.121(a)(1) related only to approval of non-federally funded
projects. The Agency's rule makes clear that local
transportation projects receiving federal funds must satisfy a
more stringent conformity requirement than section 93.121(a)(1).

1 Federally funded projects may not proceed unless there is "a
2 currently conforming transportation plan and currently conforming
3 TIP at the time of project approval." 40 C.F.R. § 93.114.

4 In other words, during a plan or program conformity lapse,
5 an MPO may not find a federally funded project to be in
6 conformity, and therefore that project may not go forward. The
7 question is whether non-federally funded projects--defined as
8 "projects which are funded or approved by a recipient of federal
9 funds ... but which do not rely at all on any [federal] funding
10 or approvals," 62 Fed. Reg. at 43,788--may attain conformity
11 status in the absence of a currently conforming plan and program.

12 The appeals court began the analysis with the text of the
13 Clean Air Act. Under section 7506(c)(2)(C), an MPO may find a
14 local transportation project to conform with an applicable SIP
15 only if the project meets one of two requirements. Either it
16 must "come from a conforming plan and program," id. §
17 7506(c)(2)(C)(i), or its "projected emissions ... , when considered
18 together with emissions projected for the conforming
19 transportation plans and programs within the nonattainment area,
20 [must] not cause such plans and programs to exceed the emission
21 reduction projections and schedules assigned to such plans and
22 programs in the applicable [SIP]," (emphasis added) id. §
23 7506(c)(2)(D). Claiming that the requirement that a project
24 "come from a conforming plan and program" is ambiguous, EPA
25 insisted that it has reasonably construed this requirement to
26 permit project approval during a conformity lapse, as long as the
27 project comes from the first three years of a once-conforming
28 plan and program. This approach, EPA argued, strikes the proper
balance between protecting air quality and avoiding disruption to
the transportation planning process. According to petitioner,
the statutory text leaves no ambiguity. A project that "comes
from a conforming plan and program," means a project that comes

1 from a currently conforming plan and program. Therefore, EDF
2 argued, the statute prohibits approval of any projects, federally
3 funded or not, during a conformity lapse.

4 Giving these words their ordinary meaning, the appeals court
5 interpreted the phrase "comes from a conforming plan and
6 program"--a phrase entirely in the present tense--to refer to
7 projects that come from a currently conforming plan and program.
8 But even were it was possible to read the phrase, as EPA did, to
9 refer to projects that come from a previously conforming plan and
10 program, the appeals court found this interpretation was
11 foreclosed by Congress's use of the terms "conforming plan and
12 program" in section 7506(c)(2)(D), by the general conformity
13 criteria of section 7506(c)(1), and by the legislative history of
14 the conformity requirements.

15 Section 7506(c)(2)(D) states that a project not included in
16 a conforming plan and program may be found to conform only if its
17 projected emissions "when considered together with emissions
18 projected for the conforming transportation plans and programs
19 within the nonattainment area," do not exceed the SIP emissions
20 budget. 42 U.S.C. § 7506(c)(2)(D). This provision enables a
21 project to attain conformity status "only if the regional plans
22 and programs are in conformity at the time the project is
23 reviewed." Clean Air Conference Report, 136 Cong. Rec. at 36,108
24 col.1. Indeed, in its 1996 notice of proposed rulemaking, which
25 led to the Final Rule challenged here, EPA acknowledged that

26 [t]he option provided in section [7506](c)(2)(D) for
27 new projects that were not previously included in a
28 transportation plan/TIP or supporting regional
emissions analysis to demonstrate conformity cannot
apply during a transportation plan/TIP conformity
lapse, because it requires a demonstration that
"conforming transportation plans and TIPs" would still
conform when the emissions of the new project are
considered. Without a conforming transportation plan
and TIP in place, this cannot be demonstrated.

1 61 Fed. Reg. 36,112, 36,120 col.2 (1996). The appeals court
2 thus had no doubt that the word "conforming" in section
3 7506(c)(2)(D) means presently conforming. Since section
4 7506(c)(2)(D) provides an alternative means of demonstrating
5 project conformity when a project does not "come from a
6 conforming plan and program," the appeals court noted that it
7 would be quite odd to read the word "conforming" in section
8 7506(c)(2)(C) to mean something different from what it means in
9 section 7506(c)(2)(D).

10 Moreover, the appeals court noted that were they to read the
11 word "conforming" the way EPA suggested, then there would be no
12 assurance that projects approved under section 7506(c)(2)(C)
13 would help eliminate, reduce, or prevent violations of national
14 ambient air quality standards, as required by section 7506(c)(1).
15 According to that provision, a "conforming" transportation
16 project is one that will contribute to "eliminating or reducing
17 the severity and number of violations of the [NAAQS] and
18 achieving expeditious attainment of such standards," 42 U.S.C. §
19 7506(c)(1)(A), and that "will not--(i) cause or contribute to any
20 new violation of any standard in any area; (ii) increase the
21 frequency or severity of any existing violation of any standard
22 in any area; or (iii) delay timely attainment of any standard or
23 any required interim emission reductions or other milestones in
24 any area," id. § 7506(c)(1)(B). Even a dissenting opinion
25 nevertheless conceded that section 7506(c)(2)(A) expressly
26 incorporates the requirements of section 7506(c)(1)(B) and makes
27 them applicable to projects approved under section 7506(c)(2).
28 Absent a currently conforming plan and program, there is no
certainty that a regionally significant transportation project
will satisfy any of the section 7506(c)(1)(B) conformity
criteria. The court of appeals found that EPA's interpretation
of section 7506(c)(2)(C) thus eviscerates the requirements of

1 section 7506(c)(1)(B) and therefore also the requirements of
2 section 7506(c)(2)(A), creating an untenable inconsistency not
3 only between section 7506(c)(1) and section 7506(c)(2), but also
4 within section 7506(c)(2) itself. 42 U.S.C. § 7506(c)(1)(A),
5 (c)(1)(B)(iii). The appeals court found that "We think that
6 petitioner has adequately challenged EPA's regulation under
7 section 7506(c)(1)."

8 The appeals court found that the legislative history of the
9 1990 conformity requirements provides one final reason why the
10 court thought that the phrase "conforming plan and program"
11 refers to currently conforming plans and programs. Congress
12 imposed new conformity requirements in order to integrate
13 transportation planning at the local level with attainment and
14 maintenance of air quality standards at the state level. See
15 Clean Air Conference Report, 136 Cong. Rec. at 13,106 col.1
16 (noting that the statute "will require transportation planning
17 agencies to view their task as the development of a
18 transportation system that meets ... both mobility needs and air
19 quality objectives").

20 By requiring plans and programs to conform to applicable
21 SIPs at the time of project approval, Congress sought to ensure
22 that "transportation plans and programs [would] serve as part of
23 the pollution control strategy for the metropolitan area." *Id.*
24 To be sure, plans and programs could also serve this pollution
25 control function, as EPA explains, by "account[ing] for and
26 offset[ing] if necessary the emissions of any non-federal
27 projects that are implemented during a conformity lapse." 62
28 Fed. Reg. at 43,790 col.1. The appeals court noted that approach
would invite local decision-makers to approve transportation
projects while deferring development of pollution control
strategies during conformity lapses, thereby subverting
Congress's intent that the two processes--transportation planning

1 and pollution control--occur simultaneously. See 136 Cong. Rec.
2 at 36,107 col.2 (regional planning process should identify "the
3 comprehensive transportation system for a metropolitan area" in
4 the context of a "comprehensive consideration of alternatives ..
5 and careful analysis of options that can contribute toward
6 achieving the air quality objectives of the Clean Air Act").

7 The Conference Report also describes section 7506(c)(2)(D)
8 as an "exception"--indeed, it is the only exception--to the
9 general rule of section 7506(c)(2)(C). Id. at 36,108 col.1.
10 Under section 7506(c)(2)(D), an excluded project may go forward
11 only if its expected emissions, together with the expected
12 emissions from currently conforming plans and programs, do not
13 exceed the emissions ceilings in the applicable SIP. As we
14 indicated earlier, both Congress and EPA interpret the word
15 "conforming" in this provision to mean currently conforming. See
16 supra at 9. Section 7506(c)(2)(D) thus shows that Congress
17 wanted no transportation projects to proceed without assurance
18 that they would not undermine attainment or maintenance of
19 current air quality standards. Directly contravening this
20 mandate, the Agency's rule allowed local officials to approve
21 transportation projects included in plans and programs that
22 previously conformed but presently do not. See 40 C.F.R. §
23 93.121(a)(1). Because the conformity status of such projects
24 bears no relation to current air quality attainment or
25 maintenance goals, their approval carries no guarantee that their
26 emissions will neither violate current standards nor contribute
27 to existing violations. Indeed, in the preamble to the 1997
28 Final Rule, EPA admits--without qualification and contrary to its
position in this case--"projects cannot be approved if the plan
and TIP have lapsed." 62 Fed. Reg. at 43,797, cols. 1-2.

EPA offered two additional justifications for its
interpretation of section 7506(c)(2)(C). Neither survived

1 scrutiny. First, the Agency pointed out that under a regulation
2 effective since 1995, a certain category of transportation
3 projects called transportation control measures ("TCMs") might
4 proceed even in the absence of a currently conforming plan and
5 program. See 40 C.F.R. § 93.114(b). According to the Agency,
6 this exemption shows that section 7506(c)(2)(C) of the statute
7 requires no currently conforming plan and program at the time of
8 project approval. The court of appeals saw no reason to extend
9 the exemption for TCMs to ordinary transportation projects, since
10 the former reduce pollution, see *id.* § 93.101, while the latter
11 add to it. The court of appeals noted that TCMs are
12 "specifically identified and committed to in the applicable
13 implementation plan," *id.* and exempted from the requirements of
14 section 7506(c)(2)(C) because, as the Agency explained in the
15 preamble to the 1995 rule, "[b]y definition, a TCM in an approved
16 SIP conforms to the SIP because it is contained in the SIP." 60
17 Fed. Reg. at 57,180 col. 2. This rationale was found to have no
18 applicability to non-TCM projects because such projects never
19 appear in SIPs. See *id.* At 57, 180 col.3.

20 Second, the Agency argued that although the statute requires
21 plan and program conformity determinations at least once every
22 three years, see 42 U.S.C. 7506(c)(4)(B)(ii), the statute
23 contained no such requirement for project conformity
24 determinations. Inferring from this that Congress intended
25 project conformity to be determined not more than once, EPA
26 maintains that a project included in a previously conforming plan
27 and program retains its conformity status, even if conformity of
28 that plan and program eventually lapses. The appeals court
disagreed. The appeals court found that although the statute
suggested that Congress did not intend project conformity
determinations to occur every three years, it does not follow
that Congress intended project conformity determinations to occur

1 only once. Based on the appeals court analysis above, they read
2 the statute to require non-federally funded projects to follow
3 the three-year conformity determination schedule applicable to
4 transportation plans and programs up to the point of MPO
5 approval. After MPO approval, non-federally funded projects need
6 undergo no further conformity determinations.

7 In sum, the language and history of the statute's conformity
8 requirements show that Congress intended transportation planning
9 and air quality management to proceed in lock step. By allowing
10 local approval of transportation projects in the absence of
11 currently conforming plans and programs, the Agency's regulation
12 undermines section 7506(c)(2)(C)'s criteria for demonstrating
13 conformity of regionally significant transportation projects to
14 state-level air quality standards. Finding clear congressional
15 intent and thus no need to proceed to Chevron's second step, the
16 appeals court held that section 93.121(a)(1) of the regulations
17 violated the Clean Air Act.

18 The appeals court also dealt with a challenge to section
19 93.102(c)(1) of the regulations, which provided that

20 [p]rojects subject to that subpart for which the NEPA
21 process and a conformity determination have been
22 completed by DOT may proceed toward implementation
23 without further conformity determinations unless more
24 than three years have elapsed since the most recent
25 major step (NEPA process completion; start of final
26 design; acquisition of a significant portion of the
27 right-of-way; or approval of the plans, specifications
28 and estimates) occurred.

40 C.F.R. § 93.102(c)(1). Known as the "grandfather" rule,
this section reflects the Agency's view that "there should only
be one point in the transportation planning process at which a
project-level conformity determination is necessary." 62 Fed.
Reg. at 43,783 col. 2. According to the complaint before the
appeals court, this regulation, like the one discussed above,
violated section 7506(c)(2)(C) of the statute because it allowed

1 transportation projects to receive federal funding in the absence
2 of a currently conforming plan and program. Again, the appeals
3 court agreed with the petitioner.

4 To understand how the "grandfather" rule works, the appeals
5 court considered the following hypothetical: In 1993, an MPO
6 approved and adopted a regional highway project--for example, an
7 urban beltway. At the time, the beltway was included in both a
8 conforming plan and a conforming program. Three years later, in
9 1996, the conformity status of the plan and program lapsed. In
10 1997, the MPO acquired a significant portion of the right-of-way
11 for the beltway. Today, ready to start building, the MPO sought
12 funding from the Department of Transportation. EPA's
13 "grandfather" rule allowed DOT to fund the beltway, since a
14 "major step"--acquisition of right-of-way--occurred within the
15 past three years. But section 7506(c)(2)(C)'s conformity
16 requirement expressly prohibits DOT from "approv[ing],
17 accept[ing], or fund[ing]" the beltway unless it "comes from a
18 conforming plan and program." This meant that no transportation
19 project could receive federal funds in the absence of a currently
20 conforming plan and program. See supra Part II. Therefore, to
21 the extent that section 93.102(a)(1) of the regulations allowed
22 projects to receive federal funds during plan and program
23 conformity lapses, it violates the Clean Air Act.

24 Defending its "grandfather" rule, EPA cited Environmental
25 Defense Fund, Inc. v. EPA, supra. But that case sustained the
26 "grandfather" rule only as a transition measure "to avoid
27 immediate 'retroactive' implementation of the new [1990]
28 conformity requirement which would impose a substantial and
unforeseen burden on federal projects that had already satisfied
existing federal requirements [i.e., NEPA review]." 82 F.3d at
456. Nothing in that decision supported what the Agency has done
here--forever exempting a project from further conformity

1 determinations where the project's most recent conformity
2 determination occurred more than three years ago and where a
3 "major step" occurred within the past three years.

4 While invalidating section 93.102(a)(1) with respect to
5 federally funded projects, the appeals court noted that the
6 statute does not preclude the "grandfather" clause from applying
7 to non-federally funded projects. Although section 7506(c)(2)(C)
8 of the statute prohibits MPO or DCT approval of non-federally
9 funded projects during a plan and program conformity lapse, it
nowhere prohibits implementation of such projects as long as
their approval occurred prior to the conformity lapse.

10 We turn finally to petitioner's challenge to those sections
11 of the regulations that permit or require plan, program, and
12 project conformity to be based on motor vehicle emissions budgets
13 in SIP revisions that a state has submitted to EPA, but that EPA
14 has not yet approved or has disapproved. See 40 C.F.R. §§
15 93.118(e)(1), 93.120(a)(2), 93.124(b). Under these regulations,
16 if EPA disapproves a submitted SIP revision without a "protective
17 finding"--i.e., a determination that the submission "contains
18 adopted control measures or written commitments to adopt
19 enforceable control measures that fully satisfy the [relevant
20 statutory] emissions reductions requirements," id. § 93.101--then
21 "[d]uring the first 120 days following [such] disapproval...
22 transportation plan, TIP, and project conformity determinations
23 shall be made using the motor vehicle emissions budget(s) in the
24 disapproved control strategy implementation plan." Id. §
25 93.120(a)(2). Emissions budgets contained in a submitted SIP
26 revision also guide conformity determinations when EPA makes no
27 finding within 45 days of submission regarding the adequacy of
28 the budgets. See id. § 93.118(e)(1); see also id. § 93.124(b)
(allowing conformity to be based on submitted but not-yet-
approved SIP revisions). Submitted budgets, however, do not

1 supersede emissions budgets in an approved SIP for the years
2 covered by the SIP. See id. § 93.118(e)(1).

3 Conceding that the Clean Air Act generally requires
4 conformity to be evaluated against approved SIPs, the Agency
5 argued that these regulations represent reasonable responses to
6 statutory silence as to how conformity should be determined when
7 no approved SIP exists or when the approved SIP contains no
8 adequate motor vehicle emissions budget. The appeals court
9 disagreed. Although the statute nowhere explicitly dictates how
10 conformity should be determined under the circumstances EPA
11 describes, any attempt by the Agency to fill these gaps must
12 satisfy section 7506(c)(1)(B)'s generally applicable conformity
13 requirements. Where EPA disapproves a SIP revision without a
14 protective finding, i.e., without determining that it contains
15 adequate measures to reduce emissions to statutorily required
16 levels, see 40 C.F.R. § 93.120(a)(2), or where EPA fails to
17 determine the adequacy of motor vehicle emissions budgets in a
18 SIP revision within 45 days of submission, see id. §
19 93.118(e)(1), there is no reason to believe that transportation
20 plans and programs conforming to the submitted budgets "will not-
21 (i) cause or contribute to any new violation of any standard in
22 any area; (ii) increase the frequency or severity of any
23 existing violation of any standard in any area; or (iii) delay
24 timely attainment of any standard...." 42 U.S.C. §
25 7506(c)(1)(B). Indeed, nothing in the regulations requires MPOs
26 to show that an area's projected emissions would be lower if
27 plans and programs conforming to a submitted budget were
28 implemented than if they were not. See 62 Fed. Reg. at 43,781
col.2 (noting that submitted budgets replaced "build/no-build
test" as measure of conformity under Final Rule). Even if it
were true that section 93.118(e) gives states an incentive to
file emissions budgets conforming to law, the regulation would

1 still violate the statute by allowing conformity determinations
2 to take effect where federal agencies and MPOs have not
3 discharged their "affirmative responsibility" to provide an
4 "assurance of conformity." 42 U.S.C. § 7506(c)(1). To be sure,
5 section 93.118(e)(6) of the regulations provides that "the MPO
6 and DOT's conformity determinations [based on unapproved or
7 disapproved SIPs] will be deemed to be a statement that the MPO
8 and DOT are not aware of any information that would indicate that
9 emissions consistent with the motor vehicle emissions budget"
10 would violate section 7506(c)(1)(B)'s conformity criteria. But
11 how can an MPO or DOT satisfy its "affirmative responsibility" to
12 provide an "assurance of conformity" through a "deemed" statement
13 indicating mere ignorance of non-conformity? For these reasons,
14 the appeals court grant petitioner's request to remand sections
15 93.118(e)(1) and 93.120(a)(2) to EPA for further rulemaking to
16 harmonize these regulations with section 7506(c)(1)'s conformity
17 requirements.

18 Section 93.124(b) is also inconsistent with the Clean Air
19 Act, but for a different reason. That provision reads:

20 If an applicable implementation plan submitted before
21 November 24, 1993, demonstrates that emissions from all
22 sources will be less than the total emissions that
23 would be consistent with attainment and quantifies that
24 "safety margin," the State may submit an implementation
25 plan revision which assigns some or all of this safety
26 margin to highway and transit mobile sources for the
27 purposes of conformity. Such [a SIP] revision ... may
28 be used for the purposes of transportation conformity
before it is approved by EPA.

29 Id. § 93.124(b). Unlike sections 93.118(e)(1) and
30 93.120(a)(2), which apply when there is no applicable SIP or no
31 SIP with an applicable emissions budget, section 93.124(b)
32 applies when there is an applicable SIP--i.e. it does not purport
33 to fill a statutory gap. While it may be true that plans and
34 programs conforming to a SIP revision under section 93.124(b)

1 "will not cause, worsen, or prolong violations of air quality
2 standards," the statute nevertheless requires conformity
3 determinations to be based on a SIP "approved or promulgated
4 under section 7410 of this title" where such a SIP exists. 42
5 U.S.C. § 7506(c)(1). See also id. § 7506(c)(2) (requiring
6 transportation plans, programs, and projects "to conform to any
7 applicable implementation plan in effect under this chapter").
8 Indeed, EPA itself has said that it "does not believe that it is
9 legal to allow a submitted SIP to supersede an approved SIP for
10 years addressed by the approved SIP." 62 Fed. Reg. at 43,783
11 col.3. See also 40 C.F.R. § 93.118(e)(1). Because section
12 93.124(b) would allow a submitted but unapproved SIP revision to
13 supersede an approved SIP, it violates the Clean Air Act.

14 Whatever the Agency's policy goals, the appeals court's made
15 it clear that its job is and was to interpret the statute. In
16 the March 2, 1999 appeals court decision, the appeals court held
17 that the statute imposes an elaborate array of requirements that,
18 according to the dissent in the decision, amount to "a
19 congressional effort to micromanage local transportation
20 planning." Id. at 1. The appeals court made it clear that if
21 this legislative scheme is too onerous, it is up to Congress to
22 provide relief, not the appeals court.

23 The appeals court granted the petition for review and held
24 that sections 93.121(a)(1) and 93.102(c)(1) of EPA's regulations
25 are unlawful because they depart from the criteria for
26 demonstrating project conformity established in section
27 7506(c)(2)(C) of the Clean Air Act. In addition, the appeals
28 court remanded sections 93.118(e)(1) and 93.120(a)(2) of the
regulations for the Agency to align these regulations with the
general conformity criteria of section 7506(c)(1)(B). Finally,
the appeals court held that section 93.124(b) of the regulations
violates section 7506(c)(1)-(2) of the Act by allowing a

1 submitted SIP revision to supersede an approved or applicable
2 SIP.

3 In summary, the Environmental Protection Agency issued the
4 Final Rule pursuant to the 1990 amendments to the Clean Air Act
5 in 1997. That statute prohibits a metropolitan planning
6 organization from approving and the Department of Transportation
7 from funding any transportation project unless it comes from a
8 regional transportation plan and program that conform to
9 applicable state-level air quality standards. Because the
10 challenged "conformity" and "grandfather" regulations allow both
11 local approval and federal funding of transportation projects
12 that satisfy neither this requirement nor the single exception
13 the statute allows, the appeals court held that these regulatory
14 provisions violate the Clean Air Act. In addition, the appeals
15 court remanded the regulations which allowed conformity to be
16 based on emissions budgets unapproved or disapproved by EPA for
17 further proceedings to harmonize those regulations with the
18 statute's general conformity requirements. Finally, the appeals
19 court held that the regulation, which allows conformity to be
20 based on revised budgets that include "safety margin" emissions,
21 violates the statute's requirement that conformity be evaluated
22 against approved or applicable air quality standards.

23 SIP COMPLIANCE

24 The 1977 Amendments to the Act required the State of Nevada
25 (state) to submit PM₁₀ and CO control plans for Las Vegas to the
26 USEPA for approval and disapproval. This plan - referred to in
27 the CAA as a state implementation plan (SIP) - was to provide for
28 attainment of the PM₁₀ and CO as expeditiously as practicable,
and no later than the end of 1982. The SIP also had to meet
other specific requirements set out in the CAA, and in USEPA
rules and guidelines. See 40 C.F.R. 52.1470 and 81.329.

1 The required SIP was submitted by Nevada and was approved by
2 the USEPA (46 FR 21766) on April 14, 1981, and as amended (47 FR
3 27069) on June 23, 1982. There is no approved Nevada SIP for the
4 twenty years after 1979.

5 That poses a very serious problem for the federal, state and
6 local agencies that operate in the Las Vegas Valley. Simply
7 stated, pursuant to current statutes, federal agencies operating
8 in the Las Vegas Valley whose activities produce any air
9 pollution, are legally dead in the water with 20 year-old air
10 pollution budgets. The agencies responsible for submitting a
11 working SIP that could lawfully be approved by the EPA, either
12 knew or should have known that down the line, they would pay a
13 price for evading the law too many times.

14 SERIOUS NONATTAINMENT DESIGNATIONS

15 Under the 1977 Amendment to the Act, the USEPA designated
16 Las Vegas as a "non-attainment area" for PM₁₀ and CO. That
17 designation continues to this day pursuant to § 107 of the CAA,
18 42 U.S.C. §7407(d)(1)(C)(i), and 40 C.F.R. §81.303. A PM₁₀ or CO
19 non-attainment area is one that does not meet primary National
20 Ambient Air Quality Standards (NAAQS) for PM₁₀ or CO,
21 respectively.

22 Pursuant to the 1990 Amendments of the Act, 42 U.S.C. §
23 7512(a)(1), Las Vegas on February 8, 1993 was reclassified from
24 Moderate PM₁₀ Non-attainment to Serious PM₁₀ Non-attainment. See,
25 Reclassification of Moderate PM₁₀ Non-attainment Areas to Serious
26 Areas, Final Rule, January 8, 1993, Federal Register, Volume 58,
27 #5, 3334-3342.

28 Violations of the PM₁₀ NAAQS in Las Vegas are caused
primarily by development and construction activities. The county
has estimates that indicate that from 62% to 75% of the valley's
PM₁₀ emissions are caused directly or indirectly by land
development and construction, depending upon wind conditions.

1 On November 15, 1990, the Valley was classified by operation
2 of law as a moderate CO non-attainment area. An amendment to the
3 CO State Implementation Plan (SIP) was submitted to the EPA in
4 October of 1995. See also, Clean Air Act Reclassification;
5 Nevada-Clark County Non-attainment Area; Carbon Monoxide,
6 Proposed Rule, August 12, 1996, Federal Register, Volume 61,
7 #156, 41759-41764. The Las Vegas Valley was federally designated
8 as a serious non-attainment area for carbon monoxide (CO) (Federal
9 Register, June 16, 1997).

10 The Las Vegas area was originally scheduled to come into CO
11 attainment by December 1996 and failed to do so. The USEPA has
12 granted a one-year extension for CO attainment. Clark County was
13 required to attain and maintain the CO NAAQS as expeditiously as
14 practicable but no later than December 31, 1997. The standards
15 were not reached by December 1997, and the area was reclassified
16 again as a serious non-attainment area.

17 Violations of the CO NAAQS in Las Vegas are caused primarily
18 by valley growth that has increased the amounts of CO from
19 sources such as vehicle exhausts, industrial and heavy equipment,
20 stationary industrial sources, and natural gas combustion.

21 Federal Highway Administration (DOT) regulations state in
22 part, 23 CFR 771.105 Policy (1998) (p. 390), "It is the policy of
23 the Administration that:" (c) (p. 392), "Public involvement and a
24 systematic interdisciplinary approach be essential parts of the
25 development process for proposed actions. (d) Measures necessary
26 to mitigate adverse impacts be incorporated into the action."

27 More stringent NEPA and Council on Environmental Quality
28 (CEQ) regulations applied in 1981-82, and they were the
applicable regulations prior to the 1987 adoption of 23 CFR 771.
The above-named agencies have routinely failed and/or refused to
name the Nevada SIP they rely upon.

1 Nevada, Petitioner requested details of the FHWA approval process
2 regarding issues such as complying with the lawful, valid,
3 current approved SIP. The letter also requested documents used
4 by the FHWA in the conformity and RTP, TIP approval process.
5 Among the documents produced were excerpts from the Clark County
6 Regional Transportation Commission, March 1998 Technical
7 Refinements 1998-2020 RTP & 1998-2000 TIP. The document states
8 that "Information on refinements provided within this document
9 are to be used as an addendum to both the RTP and the TIP..."

10 The document provided made a number of admissions. The
11 document admitted (p. 2) "the RTC overlooked several needed
12 modifications based on alignment and travel needs in future
13 networks." The document then listed four streets where
14 substantial construction would occur, and "Each recommended
15 segment for reclassification will experience at least a
16 quadrupling of projected travel demand by the year 2020."

17 The document admitted, "For previous RTP submissions, the
18 RTC maintained a highway model only. A unique characteristic of
19 this model is that it did not have a mode choice module for
20 estimating transit ridership and auto occupancy; percentages for
21 these categories were fixed to default values. Further, the
22 highway model did not differentiate between speed and capacity
23 for minor and principal arterials, yet it did have the capacity
24 to make this distinction between collectors and minor arterials."
25 The document then admitted "The RTC has been working on a update
26 to the model for the past 12 months." The document admits that
27 "the model still does not differentiate between speed and
28 capacity for minor and principal arterials;..."

The document admits (p. 4) that "After rerunning the model
with any functional class modifications, a new air quality
conformity analysis is required." The document admits (p. 5) to
a build scenario of 40+ tons per day for PM₁₀ and an increase in

1 CO emissions of 1,930.5 tons per day. The document admits Clark
2 County adopted the latest PM10 SIP in August of 1997 but makes no
3 mention of USEPA approval of that SIP. The document admits that
4 the 1997 SIP PM10 SIP does not advance a budget for reintrained
5 road dust caused by travel. The document admits that it based
6 its PM10 emissions calculations on the 1997 SIP, a SIP that the
7 RTC does not claim was ever approved by the USEPA. The document
8 admits "that the RTC's travel forecasting model does not have the
9 capability to define emissions from construction specific
10 activity." The document admits (p. 6) "the RTC cannot quantify
11 emissions from construction of transportation facilities..."

12 The document then defaulted to Clark County Health District
13 (CCHD) emissions inventories and regulations. At the present
14 time, fails and/or refuses to make its emissions inventories
15 available to the public. The reason is that CCHD administration
16 of the emissions inventory is in disarray.

17 Far worse, the RTC attached CCHD regulations as support that
18 have never been approved by the USEPA. (See Section 17, dated
19 01/23/97 and Section 41, Fugitive Dust, dated 06/25/92.)
20 Everyone who has knowledge of CCHD's regulatory record knows that
21 its dust control regulations do not meet the language, spirit and
22 intent of federal, state, and local laws and are misrepresent to
23 the public.

24 The document admits by default that the RTC has no
25 conformity analysis that lists the air pollution emissions from
26 each project under its jurisdiction. By that omission, the RTC
27 is like the proverbial physician who buries his/her mistakes.
28 Without a project-by-project tally, there is no way public
environmental "watch-dogs" can replicate or check the numbers
used in claiming conformity. The document admits by default,
that the entire process never met NEPA public notice and hearing
requirements.

1 In the alternative, the document admits to 40.100210 tons of
2 PM₁₀ air pollution per day or 14,636.576 tons of PM₁₀ per year.
3 The document admits to 284.2 tons of CO emissions per day or
4 103,733 tons of CO emissions per year. As we have seen, the
5 document admitted numbers (p. 2) where at least four minor or
6 principal arterial roads will quadruple travel demand by the year
7 2020. The document was accompanied by a March 24, 1998, document
8 alleged to be FHWA RTP conformity compliance. The document
9 conflicts directly with 42 U.S.C. § 7506, et seq.

10 The only way the FHWA can lawfully comply with applicable
11 regulations is to complete one Environmental Impact Statement
12 (EIS) for the Las Vegas Valley non-attainment area for all of its
13 activities in the valley. The FHWA is required to amend a
14 cumulative, programmatic environmental document from time-to-time
15 as emissions and circumstances change. 23 CFR § 771.113(a)
16 requires an EIS, not an EA; all FHWA activities in the valley
17 must be included in one EIS. See, 23 CFR § 771.117(b) and §
18 771.119.) See 23 CFR § 771.109(c) (1), (2), (3) & (d); §
19 771.111(h); and § 771.119(i); 4-1-98 Edition, pp. 392, 395, and
20 398. The FHWA and/or NDOT must complete and keep its valley
21 conformity determination current.

22 Not only is a draft and final EIS and FONSI required, 23 CFR
23 771.125(a) (1) specifically requires that the preferred
24 alternative be identified and the final EIS must evaluate all
25 reasonable alternatives considered. A final EIS is required to
26 discuss substantive comments received concerning the draft EIS
27 notice and responses thereto, summarize public involvement, and
28 describe the mitigation that are to be incorporated into the
proposed action. Mitigation measures presented as commitments in
the final EIS must be incorporated into the final Project as
specified in §771.109(b). The final EIS should also document and
demonstrate compliance, to the extent possible, with all

1 applicable environmental laws and Executive orders, or provide
2 reasonable assurance that their requirements can be met. See
3 also, § 771.133. The instant project fails to lawfully and
4 credibly comply with applicable statutes and regulations on all
5 counts.

6 23 CFR § 771.125(a)(2). Should there be interagency
7 disagreements during the draft EIS process, the final EIS shall
8 identify those issues and the consultations and efforts made to
9 resolve them. This is particularly important where the required
10 consultations are with the U.S. Environmental Protection Agency
11 (USEPA). Id. at (b). The final EIS must be reviewed for legal
12 sufficiency prior to Administration approval. The final EIS must
13 then be transmitted to any persons, organizations, or agencies
14 that made substantive comments on the draft EIS or requested a
15 copy, no later than the time the document is filed with EPA. A
16 notice is also required in local newspapers of the availability
17 of the final EIS.

18 23 CFR 771.127(a) requires a Record of Decision on a current
19 and valid, non-attainment area, cumulative EIS. There is no
20 federally approved EIS for this project. The rule also requires
21 the basis for the decision as specified in 40 CFR 1505.2, it
22 requires that the ROD summarize any mitigation measures that will
23 be incorporated in the Project and document any required section
24 4(f) approval in accordance with § 771.135(1). Until a required
25 ROD has been signed, no further approvals may be given except for
26 administrative activities taken to secure further Project funding
27 and other activities consistent with 40 CFR 1506.1.

28 23 CFR 771.127(b). If the Administration subsequently
wishes to approve an alternative which was not identified as the
preferred alternative but was fully evaluated in a final EIS, or
proposes to make substantial changes to the mitigation measures
or findings discussed in an ROD, a revised ROD shall be subject

1 to review by those Administration offices which reviewed the
2 final EIS pursuant to § 771.125(c). To the extent practicable
3 the approved revised ROD shall be provided to all persons,
4 organizations, and agencies that received a copy of the final EIS
5 pursuant to § 771.125(g). NEPA and CEQ regulations have similar
6 requirements where amendments are required under the
7 circumstances provided herein.

8 23 CFR 771.130 applies where it is necessary to supplement a
9 draft EIS, a final EIS or a supplemental EIS. Changes have been
10 made to all activities that involve other highway construction in
11 the valley. The changes have resulted in "significant
12 environmental impacts." There is "new information or
13 circumstances relevant to environmental concerns and bearing on
14 the proposed action." The changes and new information result in
15 "significant environmental impacts" that were not evaluated in an
16 EIS, much less in the EA. In Las Vegas, a more moderate growth
17 policy is not a politically acceptable option. The huge valley
18 population growth since 1982 cannot be denied. The valley's
19 serious non-attainment area status for PM₁₀ and CO likewise
20 cannot be denied. If the Administration had any doubts about the
21 significance of new impacts, the regulation states "the applicant
22 will develop appropriate environmental studies" or an EA to
23 assess the impacts of the changes. The regulation also requires
24 the suspension of activities directly related to any re-
25 evaluation.

26 Direct and indirect air pollution emissions from all of the
27 FHWA activities in the valley "significantly affect the
28 environment." For that reason, only an EIS meets the
requirements of the law. See 23 CFR 771.115. 23 CFR 771.119
states, "(I) "If, at any point in the EA process, the
Administration determines that the action is likely to have a
significant impact on the environment, the preparation of an EIS

1 is required." Pursuant to the Clean Air Act, that means all the
2 FHWA activities emitting direct or indirect air pollution
3 emissions must be totaled in one document, not in little EA
4 parts. The past and current pattern of cutting the FHWA's valley
5 activities up into pieces with individual EAs instead of doing a
6 valley-wide EIS is on opinion and belief, a knowing, willful
7 conspiracy to evade Federal environmental law. Everyone
8 connected with the process either knows that, or should know
9 that. The certification of compliance without a proper EIS is a
10 serious lapse of judgment.

11 23 CFR § 771.109(b) "It shall be the responsibility of the
12 applicant, in cooperation with the Administration, to implement
13 those mitigation measures stated as commitments in the
14 environmental documents prepared pursuant to this regulation.
15 The FHWA will assure that this is accomplished as a part of its
16 program management responsibilities that include reviews of
17 designs, plans, specifications, and estimates (PS&E), and
18 construction inspections. ..."

19 GENERAL COMMENTS

20 The comments herein may not be construed as a challenge to
21 validity of the regulations cited, but are a local challenge to
22 federal, state and local agency compliance and implementation of
23 the applicable, lawful statutes and regulations. The comments
24 herein are an allegation of a failure and/or refusal of the
25 above-named agencies to comply with the most important
26 requirements such as a full EIS and conformity, from the top down
27 and not from the bottom up as has been the fashion in the valley.
28 By this regulatory form of a shell game, the agencies involved
hoped that no one would notice if they razzle-dazzled everyone
with a wondrous EA that did not comply with the most important
statutes in an order of priority. If it wasn't very important,
nothing was missed. If it was important, it was nowhere to be

1 found. NDOT and the FHWA have basically operated on the basis of
2 an old axiom learned early in the aviation game, "when the weight
3 of the paperwork equals the weight of the aircraft, you are clear
4 to take off." In the current instance, EAs are anointed for
5 compliance by their weight. These comments and protest are a
6 plea for quality and conformance.

7 In slightly more-to-the point terms, the current EA document
8 is but one piece of a knowing, willful and deliberate plan of
9 proponent misrepresentation against the federal government and
10 the people of the Las Vegas Valley, to evade federal law. The
11 misrepresentation occurs where proponents know that they have
12 evaded federal conformity law and have proceeded without
13 compliance with the current, applicable, approved SIP emissions
14 budgets. There is no set of circumstances where NDOT and the
15 FHWA and all other sources of air pollution in the Las Vegas
16 Valley can conform to valley 1979 emissions budgets.

17 At a minimum, the public has a common law misrepresentation,
18 nuisance and intentional tort claim against the proponents and
19 certain individuals as a result of the PM₁₀ proximately caused by
20 proponent actions. By definition, evasion of federal law cannot
21 lawfully be a part of any proponent employee's job description.

22 The agencies noted above have routinely ignored and evaded
23 the portions of the Clean Air Act, NEPA and their related Federal
24 Regulations that combined, require that all federal, state and
25 local agencies comply with the air pollution laws. Congress
26 promulgated the applicable statutes in order to improve air
27 quality in areas such as the Las Vegas Valley, an area of serious
28 particle matter ten microns or less (PM₁₀) and carbon monoxide
(CO), air pollution. The evasion allegation comes from data,
documents and certifications such as those described herein, that
misrepresent when they certify or imply compliance with local,
state and federal air quality laws.

CONFORMITY LAW

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42 U.S.C. § 7418(a) states,

Each department, agency, and instrumentality of the executive, legislative, and judicial branches of the Federal Government (1) having jurisdiction over any property or facility, or (2) engaged in any activity resulting, or which may result, in the discharge of air pollutants, and each officer, agent, or employee thereof, shall be subject to, and comply with, all Federal, State, interstate, and local requirements, administrative authority, and process and sanctions respecting the control and abatement of air pollution in the same manner, and to the same extent as any non-governmental entity. The preceding sentence shall apply (A) to any requirement whether substantive or procedural (including any record keeping or reporting requirement, any requirement respecting permits and any other requirement whatsoever), (B) to any requirement to pay a fee or charge imposed by any State or local agency to defray the costs of its air pollution regulatory program, (C) to the exercise of any Federal, State, or local administrative authority, and (D) to any process and sanction, whether enforced in Federal, State, or local courts, or in any other manner. This subsection shall apply notwithstanding any immunity of such agencies, officers, agents, or employees under any law or rule of law. No officer, agent, or employee of the United States shall be personally liable for any civil penalty for which he is not otherwise liable.

Pursuant to 42 U.S.C. § 7506(c)(1), an instrumentality of the federal government may not authorize, fund or support any activity that does not "conform" to an approved State Implementation Plan ("SIP"). 40 C.F.R. § 93.153(g)-(k) (1998) describes the manner by which conformity must be determined. The USEPA "Clark County Applicable State Implementation Plan Action Log" which contains the Federal Record citations, does not list any portion of the Nevada SIP as having been approved after 1982. As a result, any reference to any Nevada SIP amendment or addendum after 1982 may not be used for any lawful for any purpose.

1 The comments herein demand the required proof, and demand
2 the required statutory and regulatory opportunity for public
3 scrutiny. The absence of an EIS constitutes evidence that the
4 above-named agencies have failed and/or refused to comply with
5 the language, spirit and intent of all the requirements of 40
6 C.F.R. and 40 C.F.R. § 93.153(g)-(k) (1998). An EA may not
7 lawfully suffice.

8 42 U.S.C.A. § 7410 covers state implementation plans and for
9 the purposes of this proceeding, may lawfully include only
10 approved and current SIPs including but not limited to valid PM₁₀
11 and CO attainment SIPs, for the Las Vegas Valley non-attainment
12 area.

13 42 U.S.C.A. § 7506 (c) (1) requires, "The assurance of
14 conformity to such an implementation plan shall be an affirmative
15 responsibility of the head of such department, agency or
16 instrumentality." Section (B) states,

17 ... that such activities will not - (i) cause or
18 contribute to any new violation of any standard in
19 area; (ii) increase the frequency or severity of any
20 existing violation of any standard in any area; or
21 (iii) delay timely attainment of any standard or any
22 required interim emission reductions or other
23 milestones in any area.

24 The statute is explicit. The FHWA is prohibited from giving
25 non-exempt "support in any way" to activities which will "cause
26 or contribute" directly or indirectly, to any new violation of
27 any standard. That means that the FHWA cannot support any
28 highway activity in the Las Vegas Valley non-attainment areas.
The prohibition includes emissions that are necessarily those the
agency engages in, but also those that separated in time or place
from federal action itself and not necessarily within agency's
control. The "cause or contribute" provision does not pertain
only to a federally supported activity that by itself would
produce emissions not accounted for in implementation plan, but

1 also those of a later time or place of activity, or elsewhere.
2 Clean Air Act, § 176(c)(1)(A), (B)(i)(ii)(iii), as amended, 42
3 U.S.C.A. 7506(c)(1)(A), (B)(i)(ii)(iii).

4 The intent of Congress in adopting the CAA's conformity
5 statute was to make certain that federal agencies would be part
6 of the clean air solution as opposed to being part of the
7 problem. The problem is that the FHWA has continued to fund Las
8 Vegas Valley activities that are unlawful at the outset. Areas
9 such as the Las Vegas Valley are entitled to the protections
10 provided by Congress and the FHWA has failed and/or refused to
11 provide the protections. See, Clean Air Act, §§ 176(c)(1,3),
12 302(1), 304(f)(1)(3)(4), as amended, 42 U.S.C.A. §§ 7506(c)(1, 3)
13 7602(1), 7604(f)(1)(3)(4).

14 Despite the statutory requirements, the FHWA has approved
15 funding for Las Vegas Valley non-attainment area highway projects
16 despite the fact there is no approved EIS supporting the funding
17 decision. A lawful EIS and conformity determination would show
18 that the combined air pollution generated by the agencies listed
19 herein exceeds the limits prescribed by the applicable, approved
20 SIP, and by the statutes cited herein. The only way the federal
21 funding could have occurred is by false and fraudulent
22 certifications.

23 MISSING INFORMATION

24 The air pollution information provided in the EA is so
25 deficient we make the following requests concerning the
26 applicable SIP for both PM10 and CO emissions. The issue is that
27 the FHWA must add up all of the air pollution emissions from all
28 its activities in the Las Vegas Valley. It is the total of its
activities in the valley that conformity requires, not data from
one EA. There is no construction or post-construction PM10 data
in the EA and for that reason, the EA is deficient.

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All EAs produced in Nevada that we have reviewed to date are deficient with regard to professional standards for reporting data. It is our position that data presented must be properly referenced and support or the data are simply numbers on paper that serve no lawful purpose. The public and more particularly public watchdogs must be able to replicate the data without unreasonable difficulty. EPA or other professional computer models must be identified as to their source and availability.

Proprietary computer models must be supported by all of the theoretical and input data necessary to confirm the data reported. In each such case, we request a confidence building demonstration. As we all know, the data presented is a result of considerable amount of theoretical input, which may or may not bear any relationship to reality. Mistakes can be made when dealing with data models, and the public has a right to be certain that no mistakes have been made in the interest of their own health and safety.

For the reasons given, we request that the draft EA be rejected until such time as the proponents are able to demonstrate and build consensus on the issue of the credibility of the data presented, particularly the CO data.

We request that you provide detailed information as to how Louis Berger & Associates, Inc. calculated the data provided in Table VI-21, Highest Predicted Carbon Monoxide Concentrations: US-95 Mainline (EA p. VI-133). There is no information in the EA that enables anyone to replicate the data. We request the identification of the computer model used along with all of the theoretical parameters of the model. We request the input data along with an explanation for the data. In short, we want every piece of information necessary to replicate and verify the data. No source information is provided for Table VI-22a.

1 To the extent that documents are referenced in the EA, they
2 must be provided to the public or there is no way for the public
3 to confirm that statements presented in the EA. One example is
4 the EA p. VI-136 reference to EPA Transportation Conformity Rules
5 (TCR) and amendments. The discussion then references
6 Transportation Plan (TP) and Transportation Improvement Plan
7 (TIP) as amended on March 11, 1999. The alleged amendments were
8 not provided as appendices to the draft EA, and they were not
9 included with the draft EA. The public has a right under NEPA to
10 receive and scrutinize all of the documents supporting the EA
11 with the exception of properly referenced federal statutes and
12 regulations, which are readily available on the Internet.

13 The proponents have failed to support self-serving
14 statements such as last paragraph statement on p. VI-136 to the
15 effect that air pollution will somehow improve by a project that
16 facilitates huge valley growth. Such unsupported statements may
17 not be accepted for any lawful purpose. The draft EA references
18 an Air Quality Technical Study. We can only review and comment
19 on the information provided to us in response to numerous
20 requests for all the documents necessary to do that in more than
21 just a superficial way, not just part of them.

22 We request that you identify the titles, dates, pages and
23 paragraphs of the documents your agency relied upon in both the EA
24 and applicable SIP process to establish that the CO emissions
25 budgets your agencies relied upon were clearly identified and
26 precisely quantified. By quantified we mean as opposed to simply
27 being a few numbers on a page from no identified, identifiable or
28 replicable source (62 FR 43780, August 15, 1997, p. 43781, ¶ 1).

We request that you serve all of the documents necessary to
comment on the project, and that the project be re-noticed for
public comment in the interim.

1 We request that you identify the titles, dates, pages and
2 paragraphs of documents your agency relies upon that confirms
3 that the SIP was endorsed by the Governor or his designee and
4 approved by the USEPA (Id., p. 43781, ¶ 1).

5 We request that you identify the titles, dates, pages and
6 paragraphs of documents that establish the dates, times, places,
7 notices and proof, that the notice of public hearing announced
8 the availability of all the supporting documents for the EIS
9 covering all the FHWA's activities in the valley. We request the
10 same information showing that the notice included information as
11 to where such documents may be obtained "free of charge." (See
12 23 CFR 771.119(e) and 23 CFR 771.123(f)).

13 We request that you identify the titles, dates, pages and
14 paragraphs of documents establishing the dates, times, places,
15 notices and proof of compliance with NEPA requirements for the
16 Las Vegas Valley non-attainment area. By NEPA requirements we
17 mean those actions taken before and after the adoption of 23 CFR
18 771, where you claim by this draft EA that the EIS requirements
19 of 23 CFR 771 do not apply (23 CFR § 771.123(e)).

20 We request the current, valid statute citation you rely upon
21 to use a build, no-build basis for approving this project.

22 We request that you identify the titles, dates, pages and
23 paragraphs of documents establishing the dates, times, places,
24 notices and proof of both citizen and environmental organization
25 participation at a public hearing (not a "forum") in any lawfully
26 valid EIS, EA and SIP conformity process (Id., p. 43781, ¶ 1)
27 pertaining to this project.

28 We request that you identify the titles, dates, pages and
paragraphs of documents your agency relied upon to address any
concerns offered by the USEPA, or any other local, state or federal
agency. We request information proving that such concerns were
addressed and resolved regarding the valley highway EIS relied

1 upon, or the applicable, approved SIPs submitted for a ROD, FONSI
2 and/or FHWA approval and permits as applicable (Id., p. 43781, ¶
3 1).

4 We request that you identify the titles, dates, pages and
5 paragraphs of the documents your agency relied upon to establish
6 that your agency met all of the requirements of 23 CFR §
7 771.127(a) and/or NEPA regarding an applicable Record of Decision
8 (ROD).

9 We request that you identify the titles, dates, pages and
10 paragraphs of the documents your agency relied upon to establish
11 that your agency's decision not to complete a cumulative,
12 programmatic Environmental Impact Statement (EIS) for all agency
13 activities in the Las Vegas Valley non-attainment area. We make
14 this request back to the date of Nevada's original SIP approval,
15 April 14, 1981.

16 We request that you identify the titles, dates, pages and
17 paragraphs of the documents your agency relied upon to reach any
18 decision of any agency to do a series of EAs in lieu of a
19 cumulative EIS. We make this request back to the date of your
20 agency's activities in the Las Vegas Valley non-attainment area
21 since April 14, 1981.

22 We request that you identify the titles, dates, pages and
23 paragraphs of the documents your agency relied upon to accept
24 "forums," *supra*, in place of hearings in order to satisfy any
25 public notice requirement your agency was required to hold or
26 approve since April 14, 1981.

27 We request that you identify the titles, dates, pages and
28 paragraphs of the documents your agency relied upon to establish
that your agency proceeded with activity approvals without a
valid ROD and without compliance with 23 CFR §771.127(a).

We request that you identify the titles, dates, pages and
paragraphs of the documents your agency relied upon to establish

1 that your agency reviewed and took, or failed to take, any action
2 to supplement a valid highway EIS, EA or ROD since April 14,
3 1981.

4 We request that you identify the titles, dates, pages and
5 paragraphs of the documents your agency relied upon to establish
6 that there have been no new "significant environmental impacts"
7 and there is no "new information or circumstances relevant to
8 environmental concerns and bearings on the proposed action. The
9 information we request also involves impacts" with regard to FHWA
10 activities in the Las Vegas Valley non-attainment area since
11 April 14, 1981.

12 We request that you identify the titles, dates, pages and
13 paragraphs of the documents your agency relied upon to establish
14 that the emissions budgets were consistent with the area's
15 emissions inventory for all sources. We request the documents you
16 relied upon that demonstrate a clear relationship among the
17 budgets, control measures and emissions inventory in the applicable
18 EIS and approved SIP process (Id., p. 43781, ¶ 1).

19 We request that you identify the titles, dates, pages and
20 paragraphs of the documents your agency relied upon to establish
21 that the applicable, approved SIP your agency relied upon to
22 explain and document any changes to previously submitted motor
23 vehicle emissions budgets and control measures. We request the
24 same information for changes that impact on point and area source
25 emissions, any changes to established safety margins, and reasons
26 for the changes, including the basis for any changes related to
27 emissions factors or estimates of vehicle miles traveled (VMT)
28 (Id., p. 43781, ¶ 2).

We request that you identify the titles, dates, pages and
paragraphs of the documents your agency relied upon in the
applicable, approved SIP process to establish that your agency
conformed to the EPA's definition of "safety margin." Safety

1 margin is the amount by which the total projected emissions from
2 all sources of a given pollutant are less than the total
3 emissions that would satisfy the applicable Clean Air Act
4 requirement for RFP attainment or maintenance (Id., p. 43781, ¶
5 2).

6 We request that you identify the titles, dates, pages and
7 paragraphs of the documents your agency relied upon in the
8 applicable EIS and approved SIP process to establish that your
9 agency conformed to the EPA's definition and statement that it
10 will interpret these adequacy criteria to mean that if a
11 submitted SIP's emissions budgets rely upon additional control
12 measures to demonstrate RFP, attainment or maintenance, such new
13 control measures must be specified in the applicable, approved
14 SIP submission (Id., pp. 43781, ¶ 3).

15 We request that you identify the titles, dates, pages and
16 paragraphs of the documents your agency relied upon to establish
17 that your agency relied upon to establish that the applicable,
18 approved SIP quantified the emissions impacts of any new control
19 measures, in the original or in any revised, applicable, approved
20 SIP. At a minimum, include commitments by appropriate agencies
21 for adoption and implementation schedules, in addition to draft
22 regulations or other relevant documents (Id., pp. 43781-2, ¶ 3).

23 We request that you identify the titles, dates, pages and
24 paragraphs of the documents your agency relied upon to establish
25 that your agency conformed to the EPA's requirement that the
26 applicable, approved SIP would need to quantify the emissions
27 impacts of any new control measures in its revised, applicable,
28 approved SIP. At a minimum, the conformity should include
commitments by appropriate agencies for adoption and
implementation schedules, in addition to draft regulations or
other relevant documents (Id., p. 43781, ¶ 3).

1 We request that you identify the titles, dates, pages and
2 paragraphs of the documents your agency relied upon to establish
3 that your agency complied with each of the relevant portions of
4 40 CFR Parts 51 and 93. If your agency did not meet the
5 requirements of any sub-part of the regulations cited, please
6 admit that fact and say so. We request that you use the
7 regulations as checklists in order to demonstrate compliance or
8 non-compliance with the statutes named above. We request that
9 you identify the titles, dates, pages and paragraphs of the
10 documents your agency relied upon in the EIS process relied upon
11 to establish conformity by comparing a build scenario versus a
12 no-build scenario.

13 THE REQUIREMENT FOR HEARINGS

14 For a number of years, all environmental public hearings
15 involving the Nevada Department of Transportation (NDOT), Federal
16 Highway Administration (FHWA), were not conducted as hearings.
17 The regulations require hearings. They have instead been
18 conducted under an "open forum format."

19 The proponents noticed a "US-95 Public Hearing and Public
20 Comment Period." The notice opined that the open forum
21 advertised, "... increases the opportunity for public comment and
22 provides the time for one-on-one discussion with staff involved
23 with the project."

24 The Petitioner no longer calls the public meetings "forums"
25 after criticism. They are now called as in this instance, a
26 public "hearing and public comment period." The meeting's format
27 has not changed, just the name. The purpose of the format is
28 make certain that members of the public will receive only the
approved propaganda line from proponent executives. The format
prevents interested members of the public from hearing adverse
comments from other members of the public. The technique is a
divide-and-conquer technique that does not meet the language,

1 spirit and intent of any lawful public notice and hearing
2 requirement.

3 Black's Law Dictionary defines "hearing" as a proceeding of
4 relative formality though generally less formal than a trial. A
5 hearing is generally public, with definite issues of fact or of
6 law to be tried, in which witnesses are heard and parties
7 proceeded against have right to be heard and parties proceeded
8 against have a right to be heard, and is much the same as a trial
9 and may terminate in final order. ... An adversary hearing exists
10 when both parties are present at the hearing arguing their
11 respective positions. ... Hearings are extensively employed by
12 both legislative and administrative agencies and can be
13 adjudicative or merely investigatory. Adjudicative hearings are
14 important sources of legislative history. See 23 CFR
15 771.111(h) (1), (2) and (3).

16 A fair hearing is defined as one in which authority is
17 fairly exercised; that is consistently with the fundamental
18 principles of justice embraced within the conception of due
19 process of law. Contemplated in a fair hearing is the right to
20 present evidence, to cross-examine, and to have findings
21 supported by evidence. The open forum format does not meet any
22 lawful test for a hearing or a fair hearing that has any lawful
23 purpose whatsoever. Environmental hearings, by definition, are
24 adversarial. They involve the taking of important public rights
25 such as private property in the case of land taken for highway
26 construction, and the taking of the public's right to clean air
27 attainment in the case of highway construction. The open forum
28 format is designed to deny all of the public's right to a fair
hearing in favor of a divide-and-conquer three-hour social event.

The EA included a section XII mailing list as a part of the
EA. Despite repeated written requests from the NEC to be
included on the mailing lists for all valley environmental

1 documents, NDOT once again failed and/or refused to notice the
2 NEC. Once again the NEC makes the request for inclusion on all
3 valley EA and EIS mailing lists.

4 We hereby demand hearings, not forums, regarding all local,
5 state and federally funded road and highway projects in the Las
6 Vegas Valley. One important reason for this is the 23 CFR
7 771.111(a) requirement, "Early coordination with appropriate
8 agencies and the public aids in determining the type of
9 environmental document, the level of analysis, and related
10 environmental requirements."

11 We hereby request that a copy of this protest and comments
12 be made a part of the record with regard to all outstanding
13 notices of projects, comment periods, formal protests or in
14 connection with any other project where forums have been or will
15 be involved. We believe that the failure and/or refusal of all
16 of the above agencies to involve the public in the early stages
17 of environmental document planning, is to avoid the requirement
18 for EIS documents, in favor of lower level EA documents, or
19 worse, no EA at all as in this instance. This is one of the ways
20 federal law is knowingly and willfully evaded in the State of
21 Nevada.

22 ALLEGATIONS

23 The named agencies have failed or refused to comply with
24 CAA's conformity statute. That statute was created by Congress
25 to keep federal agencies in the Las Vegas Valley and elsewhere,
26 from "supporting in any way" activities which "will cause or
27 contribute" to any new violation of any standard regarding
28 emissions. The new violations may be, but are not necessarily,
violations the agency engages in. They may also be those that
may be separated in time and place from federal action itself,
and may be but are not necessarily within the agency's control.

1 The FHWA has supported and continues to support, directly
2 and indirectly, activities in the Las Vegas Valley non-attainment
3 area that by statute, they are not permitted to support.

4 For the foregoing reasons, the FHWA is in violation of the
5 language, spirit and intent of Congress regarding the Clean Air
6 Act, 42 U.S.C., Chapter 85, § 7401, et seq. The FHWA is legally
7 required to comply with such provisions forthwith by canceling
8 and rescinding all approvals and permits of all actions in the
9 Las Vegas Valley non-attainment area. Our concern is not the
10 projects per se, but the manner by which they will be
11 constructed. This document may not be construed to oppose in any
12 way, projects that conform to the language, spirit and intent, of
13 all applicable environmental laws.

14 Re: 40 C.F.R. Subpart W, Determining Conformity of General
15 Federal Actions to State or Federal Implementation Plans. The
16 FHWA and NDOT have at all times, failed and/or refused to name
17 the specific, approved, and currently valid State Implementation
18 Plan the law requires that federal agencies comply with. As a
19 result and by definition, all alleged certifications of
20 compliance with local, state and federal law, misrepresent. The
21 absence of a specific, applicable SIP description in any EA or
22 EIS indicates that the FHWA and NDOT did not, and do not, know
23 what applicable SIP they were supposed to comply with. That is
24 true for all FHWA and NDOT Las Vegas Valley plans, environmental
25 impact documents, and permit applications. That one issue brings
26 into question the credibility of everything the above-named
27 agencies do in the Las Vegas Valley non-attainment area. There
28 is no credible information relating to a specific, applicable SIP
and conformity with a specific, applicable SIP. Without that
information, all claims of compliance and public participation
are not credible. See 40 C.F.R. 52.1470, et seq., Part DD-
Nevada, which identifies the approved and current SIP and

1 approved control procedures. FHWA and NDOT cannot include a
2 conformity determination without falsely certifying the EA since
3 NDOT and the FHWA cannot and did not conform to the current SIP.

4 Re: 40 C.F.R. § 51.850 & § 93, Prohibition. (a) The FHWA
5 has engaged in, supported and provided financial assistance for,
6 licensed and permitted, and approved activities which do not
7 conform to an applicable, approved implementation plan. (b) The
8 FHWA failed and/or refused to make a determination and at all
9 times, failed to include the conformity determination in any
10 document. The FHWA failed to certify that the federal actions
11 described at the May 14, 1999 meeting/hearing conform to the
12 applicable, approved State Implementation Plan (SIP) in
13 accordance with the requirements of the subpart, before the
14 actions were taken. (d) The FHWA failed and/or refused to comply
15 with any other implementation plan criteria, i.e., criteria other
16 than conformance criteria.

17 Re: 40 C.F.R. § 51.853(g). FHWA failed and/or refused to
18 clearly demonstrate, using methods consistent with this subpart,
19 that the total of direct and indirect emissions from the type of
20 activities which would be presumed to conform would not,

21 (i) Cause or contribute to any new violations of any
22 standard in any area,

23 (ii) Interfere with provisions in the applicable, approved
24 SIP for maintenance of any standard,

25 (iii) Increase the frequency or severity of any existing
26 violation in area,

27 (iv) Delay timely attainment of any standard or any required
28 interim emission reductions or other milestones in any area
including, where applicable, emission levels specified in the
applicable, approved SIP for purposes of,

(A) A demonstration of reasonable further progress,

(B) A demonstration of attainment, ... or

1 (2) The Federal agency must provide documentation that the
2 total of direct and indirect emissions from such future
3 actions would be below the emission rates for a conformity
4 determination that are established in paragraph (b) of this
5 section, based, for example, on similar actions taken over
6 recent years.

7 40 C.F.R. § 51.853(i)-(k). FHWA and NDOT failed and/or
8 refused to provide evidence that all of their activities
9 including direct and indirect emissions do not constitute a
10 regionally significant action. They have failed to provide
11 information listing all of the direct and indirect emissions
12 sources attached to FHWA activities in the Las Vegas Valley.
13 Neither does any applicable, approved SIP or any other planning
14 or environmental document ever produced by local governments, the
15 State of Nevada or any of the federal agencies operating within
16 the Las Vegas Valley non-attainment area.

17 Re: 40 C.F.R. § 51.855.

18 (a) FHWA failed to provide proof of compliance with the
19 requirement to provide the appropriate USEPA Regional Office,
20 State and local air quality agencies, affected Federal land
21 managers, the agency designated under section 174 of the Act and
22 the MPO, with a 30 day notice describing the proposed action.
23 The FHWA did not include the Federal agency's draft conformity
24 determination on the action under § 51.858.

25 (b) FHWA failed and/or refused to provide proof of
26 compliance with the requirement to provide the appropriate USEPA
27 Regional Office, State and local air quality agencies, affected
28 Federal land managers, the agency designated under section 174 of
the Act and the MPO, with notice within 30 days after making a
final conformity determination as required under § 51.858.

Re: 40 C.F.R. § 51.858(a)(4). FHWA failed and/or refused to
include a determination in the applicable SIP or an applicable

1 EIS as to whether or not an area-wide air quality analysis was
2 needed as required by regulation.

3 Re: 40 C.F.R. § 51.858(c). The FHWA could not submit a
4 conformity under this section since the total of direct and
5 indirect emissions from the FHWA's actions in the valley are not
6 in compliance and are not consistent with all relevant
7 requirements and milestones contained in any applicable, approved
8 SIP.

9 Re: 40 C.F.R. § 51.858(d). The FHWA failed and/or refused
10 to complete air quality modeling or provide the mitigation
11 requirements required by law in any SIP or EA. That is a
12 requirement for any determination of conformity.

13 Re: 40 C.F.R. § 51.859. The FHWA failed and/or refused to
14 comply with the applicable conformity procedures found in the
15 regulation.

16 Re: 40 C.F.R. § 51.860(a). The FHWA failed and/or refused
17 to include mitigation measures for the air quality impacts
18 outlined in any applicable SIP or any EIS.

19 Re: 40 C.F.R. § 51.860(b). The FHWA failed and/or refused
20 to obtain written commitments from the appropriate persons or
21 agencies to implement any mitigation measures which are
22 identified as conditions for making conformity determinations.

23 Re: 40 C.F.R. § 51.860(d). The FHWA failed to affirm
24 without being vague and ambiguous, that it intends to condition
25 any licensing, permitting or otherwise approving the action of
26 another governmental or private entity, on the other entity
27 meeting the mitigation measures set forth in any conformance
28 determination, as required by the regulations.

The FHWA has failed and/or refused to comply with Executive
Order 12898, "Federal Actions to Address Environmental Justice in
Minority Populations," requiring that federal agencies identify
and address minority effects of their projects in minority and

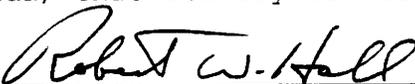
1 low-income populations. There was no outreach to be certain that
2 minority groups had any idea that such a project was under way.

3 SUMMARY

4 The agencies listed above are a major reason the Las Vegas
5 Valley is in serious air pollution non-attainment, the 5th
6 highest such are in the United States. This is one of the
7 important reasons why so many of the valley's citizens have
8 aggravated respiratory problems. The area is well known to have
9 one of the highest respiratory disease rates in the country. The
10 most critical of this group are children with asthma and the
11 elderly. Those who are responsible for evading the laws cited
12 herein are directly responsible for at a minimum, aggravating the
13 current respiratory lung disease epidemic. The time has come to
14 use all of the laws that are available to slow down this
15 disregard for public health and safety. This document is but
16 one, small step in that effort. By this document, all of the
17 above-named agencies are on notice that growth must proceed only
18 after all, applicable environmental laws are complied with.

19 We particularly request that any government official who has
20 the responsibility of signing certifications of compliance with
21 local, state and federal environmental laws in order to obtain
22 federal funds, obtain personal, competent, legal advice without
23 delay concerning such certifications. We request that each such
24 official do the people's work by-the-book, without reservation.
25 Plans for the current project and all related projects must be
26 halted and commenced again when all applicable environmental laws
27 are complied with.

28 DATED: Las Vegas, Nevada, this 9th day of July 1999.


ROBERT W. HALL
10720 Button Willow Drive
Las Vegas, NV 89134
(702) 360-3118

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the attached document was duly served upon the following parties by sending same by U.S. Mail, first class, postage prepaid, as addressed on July 9, 1999.

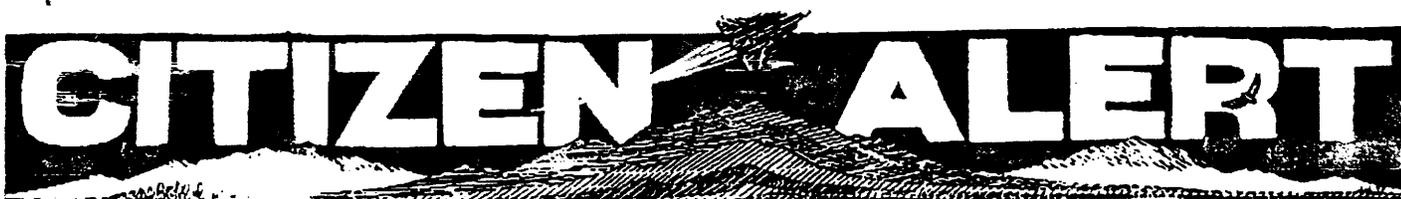
John Price
District Administrator
Federal Highway Administration
705 North Plaza Street, #220
Carson City, NV 89701

Daryl James
Chief
Environmental Services Division
Nevada Department of Transportation
1263 Stewart Street
Carson City, NV 89712

DATED: Las Vegas, Nevada, July 9, 1999.



ROBERT W. HALL



CITIZEN ALERT

July 9, 1999

POB 17173
Las Vegas, NV
89114
(702) 796-5662
FAX 796-4886

POB 5859
Reno, NV 89513
(702) 827-4200
FAX 827-4299

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Urban Issues
Coordinator

Mr. Daryl N. James
P.E. Supervisor
Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada
Fax 775-888-7104
RE: Draft Environmental Impact Statement US 95

Dear Mr. James,

Citizen Alert has the following comments on the US-95 Draft Environmental Impact Statement (DEIS) for the public record and review by the Nevada Department of Transportation (NDOT) and the Federal Highway Administration. This project affects a large area with equally large environmental and social impacts. As a long standing environmental group in Nevada we believe this project as proposed is not in the best interest of the residents in Clark County, Nevada.

The DEIS did not come with the needed information for adequate public participation such as numerous technical studies which the findings in the DEIS are dependant. These studies weren't provided with the DEIS and this makes it more difficult for the public to provide their input.

The Las Vegas Valley has been deemed serious non-attainment for Particulate Matter of 10 microns or less (PM10). This project claims to have short term impacts on our air during the construction phase. The 6 to 10 year build time is in no way short term. This project should aggressively address the problem of the PM10 it will create. What mitigation measures will be implemented? Las Vegas is in a precarious situation with the National Ambient Air Quality Standards (NAAQS). This project will only threaten the efforts taken to reduce PM10. There is no adequate mention of control measures or a comprehensive plan of mitigation.

The Las Vegas Valley has been classified as a non-attainment area for Carbon Monoxide (CO). The DEIS claims that the impact of this project will lead to no violations of the NAAQS, but in the Air Quality Technical Analysis there is one exceedance in 2020. Hence this project violates the Conformity Rule of eliminating or reducing the number of violations of the NAAQS.

With a projected build time of 6 to 10 years, this project will disrupt traffic flows and create more gridlock. This could increase the number of CO violations at the Sunrise monitoring site.

As you increase your road capacity, you will increase your Vehicle Miles Traveled (VMT). The increased VMT and the current fleet makeup towards larger less efficient passenger cars was not addressed in the DEIS.

On page V-156 the DEIS falsely claims that Clark County had only one CO violation from 1996-1998. There were two violations in December of 1998. It also claims that there were no violations of PM10, but there were 4 exceedances.

Las Vegas has no State Implementation Plan for CO or PM10 and no approved emissions budget. This forces the use of a build-no-build test and a 1990 test. The data used for these tests have been shown to be completely underestimated and was not included in the DEIS. The Regional Transportation Commission has to update their Regional Transportation Plan where a conformity determination will have to be made. This project should not move forward until this essential determination is made because it could potentially change the outcome of this project.

There are many conflicting population forecasts. The Regional Transportation Commission seems to have used the lowest population numbers compared to the Clark County Comprehensive Planning numbers. This underestimation of growth projections calls into question the ability of this project to carry the projected traffic for the 20 year requirement. These growth estimates should be adjusted to accurately reflect the valley's growth.

The DEIS states on I-2 "the objective and purpose of the proposed project are to meet the short and long-term transportation need of the project area and provide improved transportation in response to regional growth." There is a real concern that this project will be at capacity by the time it is completed. The widening of US 95 will directly cause increased development on the west and northwest side of the Las Vegas valley. This project will cause more encroachment on endangered species, sensitive desert lands, a national forest, and a state park. It is time that all the impacts of this widening are truly realized. Growth management and smart growth are being demanded by

residents in Las Vegas. This project ignores the root of the problem and is only going to compound congestion, sprawl, and pollution.

This project is premature with the ongoing improvements to the US 95 and I-15 interchange, the Beltway project, and to I-15. The benefits of these projects need to be realized, before we launch into a full scale assault on the residents and environment of the northwest side of the valley.

Road expansion projects have been shown to increase congestion and pollution, destroy habitat, and spur urban sprawl. The additions to the Cat system and local arterial and street improvements should be developed with a serious look at many other alternative transportation methods. Las Vegas is a tourist destination which would greatly benefit from improved and diversified mass transit systems. We can not continue to think that increasing road capacity will solve any of our problems. We should be looking at valley wide systems that get people out of their cars, such as pedestrian and two wheel traffic trails and walkways and fixed guideway systems.

Citizen Alert believes that Las Vegans deserve a higher quality of life and a variety of transportation options. We support the No-Build alternative. If you have any questions please contact me at (702) 796-5662.

Sincerely,



Jessica Hodge
Urban Issues Coordinator

6 July 1999

Mr. Daryl James
NDOT Environmental Services Division
1263 S. Stewart St.
Carson City, NV 89712

Dear Mr. James:

Earlier this year, I made a recommendation to the Citizen's Review Committee, US 95/Summerlin Parkway Expansion project. The Citizen's Review Committee approved my recommendation and passed it to the Las Vegas City Council where it was also endorsed. On behalf of the citizens of Summerlin, I solicit your support as well.

I proposed expanding the Summerlin Parkway exit ramp at Rampart from one to two lanes. With the opening of The Resort at Summerlin and eventual Sundance Casino, the added traffic of casino employees and tourists will compound congestion into the single lane exit (that grows into three turn lanes) used by residents.

My proposal to expand the Summerlin Parkway exit ramp into a two-lane exit will enhance the flow of traffic, preventing cars from stacking up all the way back to the parkway. This added turn lane, like is in use on US 95/Cheyenne, will also prevent traffic accidents where cars traveling at high speeds have to come to a stop on the parkway rather than at the intersection. The added lane will also allow residents, who are paying for the parkway, to stay to the right all the way to Rampart where they can then turn north. Non-citizens/guests who use our parkway can sit at the light and wait.

Appreciate your support of improved traffic flow as our ever-popular city grows at a phenomenal rate.

Sincerely,



Michael Houser
2433 Flower Spring St.
Las Vegas, NV 89134
(702) 240-8727

Dary James, P.E. Chief
NDOT, Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89712

Leo Limuaco
5352 Harmony Ave.
Las Vegas, Nevada 89107

June 17, 1999

Dear Mr. James,

This letter is in response to the proposed expansion of U.S. 95. The expansion is clearly warranted. I have received information from the City Planning division of Las Vegas regarding the empty lot that is adjacent to my house. This empty lot was for a proposed bridge that would connect Michael Way from the south side of U.S. 95 to the north side of U.S. 95. Since the expansion was proposed, this empty lot has been abandoned by the city planning division and is no longer considered a right of way. Because of this information, I would like to propose the following option. I would like the proposed 18 foot sound wall that will start from the Decatur Exit to run continuously from this exit to the Rainbow exit. This would create a large free flowing wall that would block a gap that is currently showing on the map designated US -95 Rainbow Blvd. This gap is adjacent to my house! This map also demonstrates what the decibel levels would be like with the presently proposed sound wall and as you can see from the enclosed map, this decibel level does not appear to involve my house because of this gap! If the gap along this portion of U.S 95 were to be closed, I believe that the noise level near my house would drop considerably and that the pollution index would drop as well. Please consider this option. This would greatly relieve myself and my neighbor that lives across the empty lot of any serious noise levels or air pollution. Although I have no environmental impact studies to support my proposal, I would think that this would make logical sense. The air would flow better without any gaps to the sound wall and there would be an additional barrier to my back wall that would also protect me from any

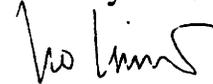
to
accidents that might occur along this area of U.S.-95. If you were to investigate this claim about accidents in this area you would see that this area is prone to accidents due a curve before U.S. -95 straightens ^{that} out to the Decatur Blvd. Exit. I have been witness to the end result of several accidents in this area and records of me calling could probably be traced with the Nevada High-Way Patrol.

What to do with the empty lot? It is my understanding that this is not an Issue with NDOT. Rightly so. This is something that I will contend with the City Planning Division of Las Vegas. I have the appropriate contact numbers and addresses. For the record and for your information, I would like this empty lot adjacent to my house turned into a park.

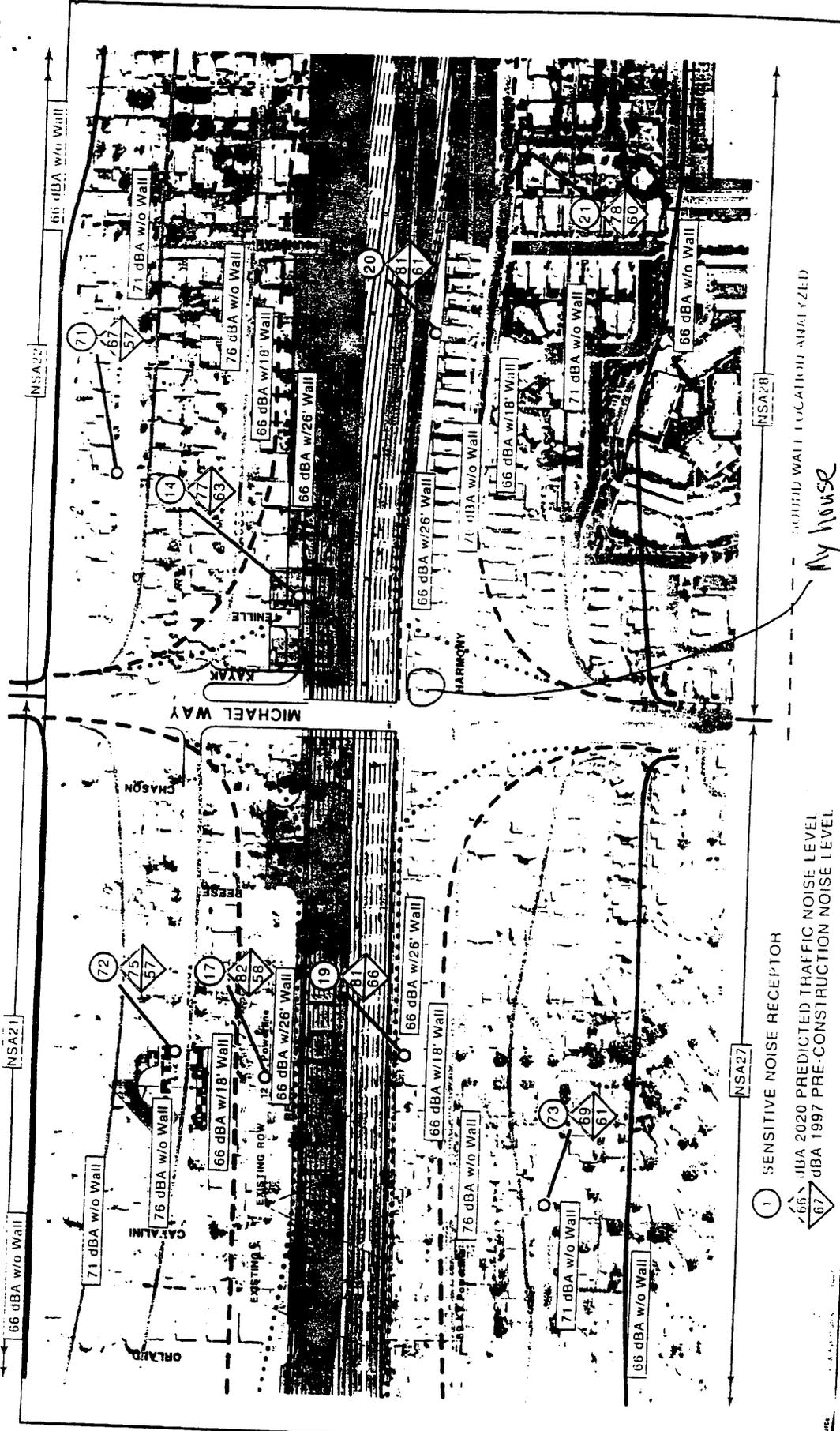
In summary, my proposal would call for a continuous 18 ft sound wall that would block any gaps near my house and my neighbor's. This wall would also decrease the amount of air pollution and provide an extra safety barrier against any vehicle in case of an accident.

I request that this proposal be presented at your next meeting to see if this has any merit.

Thank you for your consideration,



Leo Limuaco



- ① SENSITIVE NOISE RECEPTOR
- 66 dBA 2020 PREDICTED TRAFFIC NOISE LEVEL
- 67 dBA 1997 PRE-CONSTRUCTION NOISE LEVEL

US-95
RAINBOW BLVD TO I 15

US-95
ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

NOISE BARRIER LOCATIONS/
ABATED & NON-ABATED NOISE LEVELS

NEW YORK STATE
DEPARTMENT
OF TRANSPORTATION

FIGURE M3-1

DATE: 04/19/98

Daryl N. James
P.E., Chief NDOT

6/4/99

My name is Monty Lochner and I am the Vice-President of the Bonanza Village Home Owners Association. Our association represents 200 homes in Las Vegas in the area west of Martin Luther King Blvd. and between the cross streets of Washington Avenue and Vegas Drive.

We have been aware of the plans to widen Martin Luther King Blvd. for some time and have been awaiting the completion of the environmental study.

We agree with the findings of the study that widening MLK on the east side of the road in our area would be damaging to the businesses there. Those businesses would be left without adequate parking space which could make it difficult or even impossible to conduct a profitable business.

The environmental study has recommended that the widening be done on the west side of MLK which means that the road will have to take land from Bonanza Village.

While we agree that this is the best for the community in general we are concerned about the negative impact this will have on our neighborhood.

Bonanza Village is a neighborhood of 200 homes that sit on 1/2 to 3/4 acre parcels. The entire area is zoned for horses. The area retains a rural character that dates back to its inception in 1946.

We have discussed the road widening at our regular monthly home owners meetings and there is concern that Martin Luther King Blvd. will become a noisy major thoroughfare that will adversely effect the ability of our residents to quietly enjoy their homes and property.

As the new road is considered the negative impacts on our community are as follows;

1. The road will physically encroach into what is now Bonanza Village. This means that the lots along Martin Luther King will become smaller than the average lots in Bonanza Village. Along with being smaller these lots will have the added burden of having a busy road where their back yards used to be. Of course, the home owners along MLK will need to be compensated for the loss of their property but how does one compensate them for a busy road being placed in their back yards?

2. The road will carry a greater traffic load than it currently does. The point of the widening is to move a larger volume of traffic through there. More traffic means more traffic impact on our neighborhood.

3. The noise, pollution and visual impact of the traffic will be negatives for our neighborhood. By visual impact we mean high trucks being seen not only from Sharon Road but from other streets in Bonanza Village as well. The increased noise, pollution and visual impact of traffic will not enhance our ability to quietly enjoy our property and will decrease the resale value of the property.

4. Our neighborhood is unquestionably the best neighborhood in what is known as the old "west side" of Las Vegas. The west side is composed of a population that is 70% black and 30% other. Within this west side area there is an abundance of low income housing. Many of these projects are government funded and others are private. Bonanza Village fills a needed niche in the community in that **this is the only place on the west side where youth from low income families can rub elbows with wealthy people of their same ethnic background.** It would be difficult to over emphasize the positive effect

RECEIVED

JUN 10 1999

Received at HEARING - See 16.0-16.2 (copy)

28.0 entire CAR

on youth of having a racially diverse, yet wealthy neighborhood in their area. There is only one Bonanza Village on the west side. We are here for ourselves but also as an example for the greater community. So anything that negatively impacts this community chips away at a powerful social example of success. We do not want to see Bonanza Village compromised by every new project that comes along on our border.

As a result of these undesirable impacts on our community we request the following;

That a 10 foot high sound wall be constructed along Martin Luther King Blvd. between Washington Avenue and Vegas Drive and that this wall be funded as a part of the widening project.

Since the widening project will have a negative impact on our neighborhood and our ability to enjoy it there needs to be some benefit that the project imparts to Bonanza Village. We feel that it is unreasonable to expect us to accept the negative impacts with no positive benefit being offered.

To summarize, we agree with the environmental study that widening MLK on the east side is not wise. Furthermore we recognize our social responsibility to refrain from fighting a project that is in the best interest of the city of Las Vegas even though it will have a negative effect our neighborhood.

Therefore we request that you fund a 10 foot sound wall along MLK as a means of compensating Bonanza Village for the negative impact of the road widening.

Jackie Phillips
President
Bonanza Village
HOA

Thank You,

Monty Lochner

Vice President
Bonanza Village
Home Owners Association

Monty Lochner
1323 Comstock Drive
Las Vegas, Nv. 89106
ph# [702] 647-6065

1100 Virginia City Ave
Ln. NV-89106
648-7221

Rec'd 7/1/99

FIRST CHRISTIAN
CHILD DEVELOPMENT CENTER

101 SOUTH RANCHO DRIVE
LAS VEGAS, NEVADA 89106
(702) 384-4839

MELODY MARCH
DIRECTOR

SUZIE McENEANY
ADMINISTRATIVE ASSISTANT

June 29, 1999

Daryl James
Environmental Service Division
1263 S. Stewart
Carson City, Nevada 89712

COMM. I
A9:04

Re: Intersection of Rancho Drive and Mesquite Avenue

I understand decisions are being made about the widening of I-15 and the result of that on surface streets. I am writing to ask you to consider the intersection of Rancho Drive and Mesquite Avenue when making those decisions. The First Christian Church is on the southeast corner of that intersection. I am the director of the preschool/day care located at the same location. During the week over 100 families come and go from our center. The corner has become very dangerous. It is almost impossible to make a left turn onto Rancho from Mesquite. It is even difficult to make a right turn as the traffic builds up in front of the intersection. The only other exit is through residential areas. We have been asking for over four years for a traffic signal at the intersection. It seems as that is the only answer that will control the traffic enough to allow Mesquite access to Rancho.

Sincerely,

Melody March

Melody March
Director

*Copies of previous correspondence
is attached*



(20) 711 20

**FIRST CHRISTIAN
CHILD DEVELOPMENT CENTER**

**101 SOUTH RANCHO DRIVE
LAS VEGAS, NEVADA 89106**

(702) 384-4839

**NATALIE MADDEN
DIRECTOR**

**MELODY MARCH
ADMINISTRATIVE ASSISTANT**

March 14th, 1996

CDC Families:

As you are all painfully aware, the traffic has gotten heavier around our school making it very difficult to exit onto Rancho. We have asked for a traffic signal at this corner but have gotten nowhere.

The City of Las Vegas Traffic Department has set a meeting for Monday, March 18th at 6:30 p.m. at Wasden Elementary School. We ask that if at all possible you attend this meeting and voice your concerns about the traffic hazard around our school.

You may also contact: City Councilman Michael McDonald at 229-6405 or
Assistant Traffic Engineer, W. Gordon Derr at 229-6327

FCC and CDC Staff

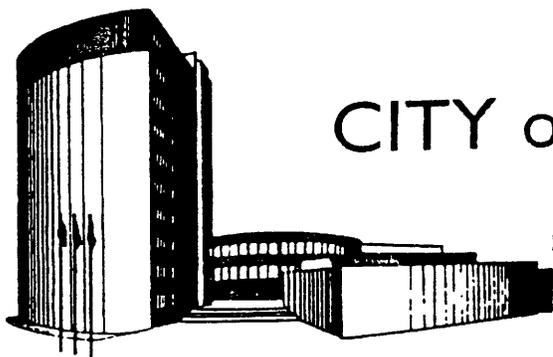


rec'd
7/1/99

MAYOR
JAN LAVERTY JONES

COUNCILMEN
ARNIE ADAMSEN
MATTHEW Q. CALLISTER
MICHAEL J. McDONALD
GARY REESE

CITY MANAGER
LARRY K. BARTON



CITY of LAS VEGAS

DEPARTMENT OF PUBLIC WORKS
RICHARD D. GOECKE
DIRECTOR

March 11, 1996

Dear Resident:

Last year, the City Council directed staff to do a comprehensive neighborhood traffic study for the area bounded by Interstate 15, US 95, Valley View and Sahara. City staff has been collecting information on almost all of the streets in the study area. The data for the more than 100 counts have been analyzed. The next step in the process is to meet with neighborhood residents to identify specific concerns such as "Where are the cut-through paths?" and "Where are people speeding?" Once all of the concerns are identified, staff will prepare a list of possible actions that can be taken to address the issues.

A meeting of the people who live in the study area has been set for Wasden Elementary School on March 18, 1996 at 6:30 PM. You are invited to participate. This is your opportunity to express your thoughts regarding traffic on your neighborhood streets. If you have any questions, please contact me at 229-6327. I look forward to seeing you on the 18th.

Sincerely,

W. Gordon Derr, P.E.
Assistant Traffic Engineer

WGD:ps



400 E. STEWART AVENUE • LAS VEGAS, NEVADA 89101-2986
(702) 229-6276 (VOICE) • (702) 386-9108 (TDD)



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

42-10
7/11/95

BOB MILLER, Governor

(DRAFT)

TOM STEPHENS, P.E., Director

November 8, 1995

Ms. Natalie Madden, Director
First Christian Child Development Center
101 South Rancho Drive
Las Vegas, NV 89106

Dear Ms. Madden.

Thank you for your letter of January 13, 1995 concerning the possibility of a traffic signal at the intersection of Mesquite Ave. and Rancho Road. I apologize for taking this long in getting back to you. We have completed the study and I would like to share our findings with you.

Our study included counts of turning movements at the intersection during the morning and evening peak periods, 24 hours of traffic volume counts on Rancho and Mesquite, a review of accident records for a three year period, and review of video surveillance during the peak hours of travel. Our analysis of this information indicates that there are a number of accidents which could be corrected with the installation of a traffic signal. This, alone, would indicate that a signal should be considered. However, other factors which we look at when deciding to install a traffic signal were, at best, marginal.

An additional consideration, at this location, is the proximity of the freeway interchange. Putting a signal at Mesquite would have a detrimental effect on the operation of the signals at Rancho and US 95 and would probably make the situation worse. For this reason, we cannot recommend the installation of a traffic signal.

Again, I apologize for the slowness of our response. If you have any other traffic issues which need our attention, please call.

Very Truly Yours,

A handwritten signature in cursive script that reads "Kent Sears".

Kent Sears
District I Traffic Engineer

REC'd
7/1/99

May 19, 1995

State Department of Transportation
123 E. Washington Avenue
Las Vegas, Nevada 89101

To Whom It May Concern:

We are writing to you again to stress the importances in having a traffic signal installed at the corner of Rancho Drive and Mesquite Avenue. We are the Administration at the Child Care Center which is on that same corner.

All our traffic enters from Rancho to Mesquite and then into our Center. We have over 120 families at our Center daily. Within the last two days we have had two serious accidents with people having to be transported to the hospital, the first involving one of our parents.

The parents and administration would appreciate any help in this matter. Thank you for your support.

Sincerely,

Natalie Madden, Director
Melody March, Admin. Assist.

*Councilman
Frank Hewitino
229-6405*

*Mayor Jan Jones
229-6241*

*write to both at
400 E. Stewart Ave.
Las Vegas NV 89101*

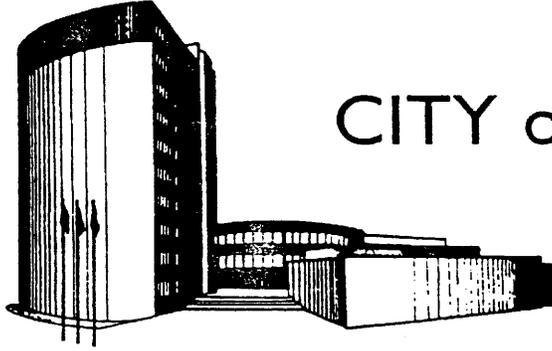
*State Dept of Transportation
123 E. Washington Ave
Las Vegas NV 89101
385-6500*

(1-30-95)

MAYOR
JAN LAVERTY JONES

COUNCILMEN
ARNIE ADAMSEN
FRANK HAWKINS JR.
KEN BRASS
MATTHEW Q. CALLISTER

CITY MANAGER
LARRY K. BARTON



CITY of LAS VEGAS

DEPARTMENT OF PUBLIC WORKS
RICHARD D. GOECKE
DIRECTOR

January 30, 1995

Natalie Madden, Director
First Christian Child Development Center
101 South Rancho Drive
Las Vegas, Nevada 89106

Dear Ms. Madden:

Thank you for your letter voicing your concerns about the intersection of Rancho Drive and Mesquite Avenue. I have asked City staff to look at what we can do at that location. They are installing signs saying "Do Not Block The Intersection" and they will ask Metro to enforce that existing law.

The City Staff is preparing for the City Council a program on Neighborhood Traffic Management. I have asked them to look at Mesquite as one of the streets where traffic management is appropriate.

I will be meeting with the neighborhood in the next couple of weeks to discuss the Masonic Lodge land development plans. We can also discuss this issue at that meeting. I look forward to seeing you there. If you have any questions, please contact Gordon Derr, the Assistant Traffic Engineer, at 229-6327.

Sincerely,

Frank Hawkins Jr.
Councilman



(1 - 2 - 2 - 2)

**SKLAR WARREN CONWAY
WILLIAMS & ROSENFELD
LLP**

LAW OFFICES
221 North Buffalo Drive, Suite A
Las Vegas, Nevada 89128
(702) 360-6000 • Fax: (702) 360-0000
E-Mail: admin@sklar-law.com

July 6, 1999

Daryl N. James, P.E., Chief
NDOT, Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89172

Re: U.S. 95 Expansion – Intersection at Decatur and Churchill

Dear Mr. James:

I am legal counsel for Robert Margison, Jr., owner of the Allstate Insurance Agency located on the Northwest corner of South Decatur and Churchill (140 S. Decatur Blvd.). We have had much correspondence with the Department of Transportation and with various other officials involved in this project, and we have been monitoring the process. I see that Mr. Kent Cooper, of the Nevada Department of Transportation, copied you on his April 28, 1997 letter to me. Mr. Margison and I have attended numerous meetings of the U.S. 95 Citizens' Review Committee and the Charleston Neighborhood Preservation Group, in an effort to proceed through all the proper channels.

In reviewing the Draft Environmental Statement, Section 4(f) Evaluation, we are very concerned that the proposal is to establish a median, at the intersection of Decatur and Churchill, which would eliminate the existing left turn (on to Churchill) capability for traffic heading North on Decatur. It would also prevent residents from turning left off of Churchill onto Decatur, to get to the I-95 westbound on-ramp.

Those changes would result in a substantial impairment of access to the businesses and residences affected.

Both the U.S. 95 Citizens' Review Committee and the Charleston Neighborhood Preservation Group have agreed with our prior written comments of public record, and have recommended leaving the intersection at Decatur and Churchill "as is" (see portions of comments, attached as Exhibit "A" hereto). In addition, please see the 40 petitions, attached hereto as Exhibit "B", received from affected businesses and residents, 34 of which are in favor of leaving the intersection intact.

The proposed median would unnecessarily restrict the flow of traffic. As the Charleston Neighborhood Preservation Group states, it would be a wiser expenditure of

SKLAR WARREN CONWAY
WILLIAMS & ROSENFELD
LLP
LAW OFFICES

funds to build a pedestrian walkway for students crossing the Decatur overpass (enclosed like the one at I-95 and Tropicana) than to construct the proposed median.

Thank you very much. Please let me know if there is anything more we can do in furtherance of this important cause.

Very truly yours,


JEFFREY D. CONWAY

Carl and Helen McKague
5608 Reba Ave.
Las Vegas, Nevada 89107
June 25, 1999

Kent Cooper
NDOT US 95 Project Office
123 Washington Ave. Bldg. C.
Las Vegas, Nevada 89101

Dear Mr. Cooper,

It was suggested at the meeting at the Health Office last week that it would be a good idea to put our thoughts on paper so there would be no misunderstanding about how we feel about our home and the impending project developments.

Almost forty years ago when we got married my husband expressed an interest in signing on for another term in the Navy. I refused. My father had drug our family around all over the country when I was growing up and I wanted to settle down. I said that I would like to die in a place where I had friends that I'd known for more than one year. I didn't want to drag our kids around the country. Well, you let us get our kids raised, the youngest of our six children just turned 21, but the rest of our dream is shattered. Our friends are leaving as fast as they can figure ways to get out of here, and we want to follow. It is time for us to find a new home. All we want from the project is enough money to go elsewhere and find another home. We don't feel that is too much to ask.

When we moved here 36 years ago this month, we moved into an apartment and spent every spare minute we had until the following February looking for the perfect neighborhood. We found it. We had a quiet place where neighbors took care of their yards, any disagreements about property were settled in a friendly manner, and the main object of everyone around us was to raise good families. Baseball and kick the can in the streets was a constant thing. Our Elementary School children walked across Fremont to go to their piano lessons.

When our two oldest boys were in Middle School, Fremont became US 95. What a dreadful experience that was. Our boys were rezoned from Garside to Gibson schools because they would have had to cross the construction area. Our church, bank, shopping centers, and jobs were all still on the other side of that construction. When it rained during that construction period our quiet little Reba became a raging river washing away homes at the bottom of the street. Our Bishop, who lived in this neighborhood, could not get to the church one day for a wedding he was to perform and the wedding had to be postponed. I could go on and on about what we endured during that period. But to be brief, we are NOT willing to go through that again.

We were told a couple of years ago that the "Adorable Fence" that we are supposed to be delighted to stare at the rest of our lives was to be build about where the neighbor across



JUN 24 1999

US95 Office CAM

the street now has his front door. Now you tell us that it will be built right on the curb. The illustration you had on display at the Health Center showed a fence only twice as high as a car and it looked horrible. The 18 or more feet you are talking about will be MUCH higher than that. We have a fence that one of neighbors built on the east side of our yard that is only 6 feet high and it looks like a prison wall. I can't even begin to imagine how we'll feel looking at an 18 or more foot high wall.

The noise level around here is already terrible. We'll really be "delighted" to have that noise not only increased but brought several feet closer.

The air pollution around here is horrible. My husband simply cannot breathe around here. He is fine at work but can't go outside here without wearing a mask over his nose and mouth.

I also want to remind you that it was definitely discussed when NDOT made the first presentation to the city council that there should be fair compensation for adjoining properties. The Willing-Seller, Willing-Buyer idea was mentioned. I have a video copy of that meeting. The project was approved by the City Council with the understanding that we would be fairly compensated.

I could go on, but to make things simple, WE WANT OUT!!

Either a "willing-seller, willing-buyer" arrangement or the realignment of the entire street of Reba and elimination of all the houses on the street (north AND south sides) is about the only suggestions we have heard that will get us OUT OF HERE!!

Mrs. Miller and I have both talked to many of the people on this street and almost all seem to be in agreement. We do not want to live near the proposed freeway and the proposed fence.

I can understand the needs of the people who have moved into the northwest area, but I fail to see the fairness of expecting us to give up our quality of life for their convenience. Your help in facilitating our removal from this area will be greatly appreciated

Sincerely,

Carl E. McKague
Helen A. McKague

Copies to Michael McDonald – City Councilman
Lance Malone – County Commissioner

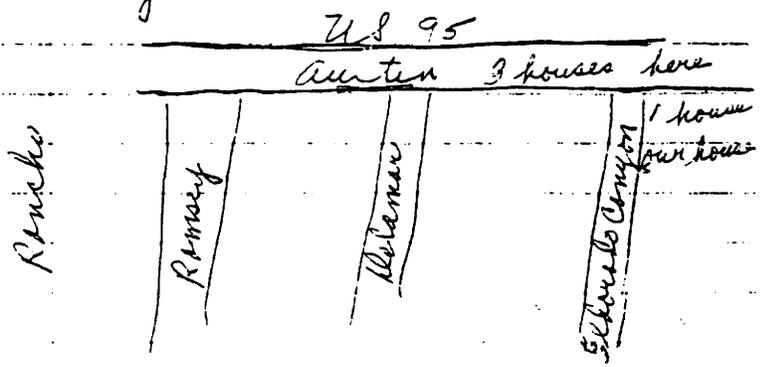
Las Vegas, Nv.
6-5-99

Dear Sir:

We urgently request that a sound wall be built between Valley View & Rancho because of US 95 expansion.

When this freeway was built many, many years ago, the noise was very slight but now with the increasing traffic, it is very loud & will get worse with the expansion.

We are currently 2 houses away from US 95 but afterwards, we will be but 1 house away



We sincerely hope that
sound walls are in your plans
of expansion of UH 95.

please

Yours truly,

Mr + Mrs. Albert Micheli
204 Eldorado Canyon St
Las Vegas, NV. 89107
648-5704

68-64 7-1000

Lou Ellen Miller
5504 Reba Ave.
Las Vegas, Nv. 89107
702-878-5749

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

We purchased our home at 5504 Reba Avenue in 1965. It has been a pleasant place to live. Due to the noise generated when the US Freeway 95 was completed with six lanes, we installed windows three inches inside the window sills of the outside windows. This was for insulation from the sound emanating from the freeway. The screeching of tires, the rumbling of trucks, the sound of sirens were less intense when we were inside the house. At times now it is difficult to hold a conversation in the front yard unless you are nose to nose with the person you are talking with. This is with the present reading of 58 dBA at our curbside.

With the widening of the freeway from 6 to 10 lanes, you state that, with an 18 foot sound wall, there will be 66 dBA at our back yard fence. That means that our house, where we spend every day and night, will have a higher dBA than 66. This will be an increase of at least 8 dBA. I question if any of you have experienced 66 dBA. I would like to suggest that you check out a back yard of one of the houses just south of the freeway where your noise receptor registered an existing 66 dBA. Those backyards are essentially unusable, kind of like relaxing in the middle of a freeway. However it is easier to write off your back yard, you just do not use it. When you have an even higher dBA reading in your front yard, it is impossible to ignore, especially with an 18 foot wall to stare at.

We have noted that the value of the houses on the North side of Reba Avenue has drastically dropped. The house on the corner next door to our house at 5500 Reba, sold as a repossession for \$35,000. There is a house in the middle of the block, 5516 Reba, that has been for sale by a realtor for about two years. It is a flipped model of our house. Maralyn Martinez, owner of the house, said they have not had one person look at their house or make an offer to buy it. The realtor told her that is because of the impending freeway construction. There is another house further up the block, a two story, that has been vacant about two years and is now a repossession.

The construction of an 18 foot sound wall across the street, though it will help to abate the freeway noise, will be like living in a prison. An 18 foot wall is a rather menacing thing to have to live with at your front door.

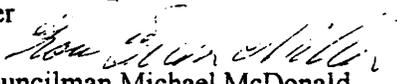
We have suddenly found that our investment in our home has evaporated. We feel that we have been damaged by the announcement of the planned widening of the freeway.

We feel that, to be fair, the city and the county should provide financing for a "Willing Buyer, Willing Seller" arrangement or they should purchase our property to serve as a buffer zone for the noise from the freeway.

We were told that "of course our property values would go down drastically with the construction of the widening of the freeway but within about 10 years the value of the house would probably go back up". It is a bit unrealistic to expect all of the people on the North side of Reba Avenue to wait 10 years to sell their homes. With the devaluation we have noted, it will be impossible to purchase a comparable home anywhere in Las Vegas.

Respectfully,

Lou Ellen Miller



Copies to: Councilman Michael McDonald
Lori Kennedy- U.S. 95 Citizens Advisory Committee
Kent Cooper- Program Development Manager
Loann Weight SR/WA Right-of-Way Agent III, Department /Transportation
County Commissioner Lance Malone



SIERRA CLUB

FOUNDED 1892

Southern Nevada Group

P.O. Box 19777, Las Vegas, NV 89132

July 9, 1999

Mr. Daryl N. James
PF Supervisor
Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada
Fax 775-888-7104

RE: Draft Environmental Impact Statement US 95

Dear Mr. James,

Following are the comments and concerns of the Southern Nevada Group of the Sierra Club regarding the Draft Environmental Impact Study for US/95, Draft Section 4(f) evaluation. We would like to submit these comments for the public record and review.

No Approved State Implementation Plan

It is our understanding from reading the decision reached by the US DC Circuit Court of Appeals in Environmental Defense Fund Vs. The Environmental Protection Agency (#97-1637) that "the 1997 amendments (to the Clean Air Act) prohibit federal agencies from assisting, approving, or supporting 'any (transportation) activity which does not conform to (an applicable SIP)'" Pub. L. 95-95, tit. I, sec. 129(b), 176(c), 91 Stat. 745, 750 (1977)

There is no approved State Implementation Plan for either CO or PM10, the two pollutants for which we are out of attainment here in the Las Vegas Valley, therefore there can be no federal funding for this project without a violation of the Clean Air Act.

Further, the Federal Highway Administration cannot approve a transportation plan without an adequate emissions budget. The Regional Transportation Commission currently has no approved budget.

To explore, enjoy, and protect the wild places of the earth...



Population Forecasts Underestimate Population Growth

The Regional Transportation Commission's population forecasts are considerably lower than the forecasts of the Clark County Comprehensive Planning or the Southern Nevada Water District. For example, the RTC's projection for 2020 is 1,859,000. The Clark County Comprehensive Planning projection for that year is 2,178,046. That is a difference of over 300,000. This discrepancy calls into question all of the calculations in the DEIS.

For instance, it is understood that this project, using the RTC's numbers, will only solve our future congestion problem for 2 years. Three hundred thousand more people will make this project obsolete before it is completed. This discrepancy also certainly calls into question the assertion that this project can reduce the number of NAAQS attainment violations. For example, at the population numbers cited by the RTC the build alternative as opposed to the no-build alternative, is projected to result in lower CO numbers at only 50% of the intersections cited in the chart on page vi 134 of the DEIS. If 300,000 more people and their cars are added to the mix the 50% difference may stay the same but it will clearly push the CO numbers into non-attainment.

The RTC must perform a new conformity analysis on the entire project to project a more accurate picture of the air quality impacts. The Less Than 1990 Emissions Test is not accurate due to the incorrect growth assumptions.

This project will increase Vehicle Miles Traveled (VMT) in Las Vegas by promoting growth and development in the far west and north west sides of the valley. As you increase your carrying capacity you increase your VMT which in turn equates to an increase in pollution. The RTC has to update their Regional Transportation Plan using the more accurate growth assumptions. In any event, this DEIS is so flawed due to its use of inaccurate population forecasts that it is rendered useless and this project should come to a halt until a DEIS containing reliable forecasts has been prepared.

Fails to Consider the Full Effects on PM10

Currently paved road dust is a significant source of PM10 in the valley. High speed travel and increased VMT raises the amount of PM10 propelled into the air. This increase in paved road dust was not addressed in the DEIS.

Construction activities contribute over 40% of the PM10 in the Las Vegas Valley. How can a project of this magnitude claim to have no effect on PM10 levels and our ability to meet National Ambient Air Quality Standards (NAAQS)? There should be a comprehensive dust mitigation plan included in the DEIS. Even one additional violation of the NAAQS due to this project would not comply with conformity criteria. In addition one more PM10 exceedance would keep Las Vegas in non-attainment and could lead to loss of future federal funding.

Although the Las Vegas Valley is out of attainment for PM 10 the DEIS does not show any projections of PM 10 numbers for the construction years,

the year of completion and beyond as it did for CO, the other pollutant for which we are in non-attainment. The DEIS contains vague statements regarding PM 10, but the function of a DEIS is to present facts and projections based on careful scientific study. It is a disservice to the taxpayers to present a DEIS which says, in essence, "Don't worry. Be happy". The DEIS is wholly inadequate on the subject of PM 10.

Building is Vehicle for Urban Sprawl

Study after study has shown that building more roads does not lead to less congestion but in fact, does the exact opposite. Roads increase development, particularly leap frog development, on the town limits, which creates urban sprawl, a serious environmental problem here in the Las Vegas Valley. As the edge of town moves farther and farther out, destroying the pristine desert, we risk more seriously impacting the inestimable beauty and solitude of Mt. Charleston, Floyd Lamb State Park, and wilderness areas located north west of town.

Other Alternatives

We are at present in the middle of considerable road building in the Valley. We have no idea at this point what the full impact of a completed I-15/95 interchange, or a completed Beltway will be. These projects should be finished before we plunge ourselves into another round of disruptive, extraordinarily expensive, and environmentally questionable construction.

Alternative transportation methods are not being seriously considered, particularly methods not tied to the automobile culture. We have not explored the much less expensive possibility of increasing CAT buses. It's time to make Las Vegas safe and accessible to two wheel traffic and pedestrians. It is time to consider the long-term benefits of a fixed guideway system. Highway projects are a Band-Aid on a dying paradigm.

Technical Studies not supplied

The DEIS does not contain a complete analysis of the impacts and mitigation measures for this project. The technical studies the DEIS continually relies on to collaborate its findings were not provided. These important documents should have been provided with the DEIS to all concerned parties, so a complete review of the projects impacts and its methodologies could have been more easily accessible in the reviewing process. This decision not to supply these essential documents with the DEIS adds another level of hindrance to the public review process.

Summary

This DEIS is, at best, inadequate as a forecast of the full impact of this massive roads project on the Las Vegas Valley. Too often the rosy prose is not reflected in the actual numbers contained in the charts provided, and those numbers may well have no basis in reality as the population projections are so low. The considerable cumulative impacts on water quality and air quality and the certain increase of urban sprawl have not been addressed.

The current data used in the modeling forecasts are underestimating actual emissions due to the inaccurate growth forecasts. This could cause a considerable different outcome to the conformity determination using the Less than 1990 Emission Test and the Build- No build test. This information also has to be revised before the a final EIS can be produced.

We believe the No-Build alternative should be selected. Increasing road capacity is no way to deal with the complex issues of sprawl and pollution in Las Vegas. Shortsighted road projects only compound the problem.

Las Vegas is a truly unique community and we should have the courage to consider unique solutions to the challenges that come with extraordinary growth. Do we want to continue to live in the past or do we step into the future? We believe It is time for Las Vegas to step into the future.

If you have any questions or comments please feel free to contact me at (702) 732-7750.

Sincerely,



Margaret C. Pierce
Co-Chair Conservation Committee
Southern Nevada Group
Sierra Club

THE "ORIGINAL"

JUSTICE FOR HOME & CONDO OWNERS

WHICH INCLUDES S E N I O R S !!

Judi Root
Public Relations



2851 S. VALLEY VIEW #1096
LAS VEGAS NV 89102
(702) 871-8686

June 12, 1999

Mr. Daryl N. James, P.E.
Chief NDOT
Environmental Services Division
1263 S. Stewart St.
Carson City, NV 89712

RE: POSSIBLE WIDENING OF VALLEY VIEW BETWEEN
SAHARA & DESERT INN ROAD

Dear Mr. James:

YES...YES...YES...YES... I would definitely applaud this action!!

Why???? Currently between Pennwood and Sahara on Valley View there is not one cross-walk or traffic signal in order for the many many SENIORS and non-Seniors currently residing in this area.

Mr. O. C. White in the Traffic Division along with several of his cohorts have accommodated me by coming out to survey this problem. He admitted to me that among the 13 "criterias" that exist that would allow for a traffic signal - NONE CONSIDER SENIORS' NEEDS!

One appalling "criteria" is 3 required "FATALITIES" and according to Arnie Adamsen 55 accidents have happened. Sorry, I was unable to get any volunteers.

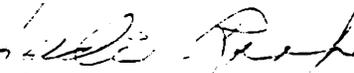
Do-nothing for us Councilman Mike McDonald (who never ever returns calls) brags about a Trolley he has for seniors. However, we at Quail are caught in a "catch 22". The trolley refuses to come into Quail Estates because due to no traffic signal, they are unable to exit. Our condo owners experience this same problem. I even wrote to Councilman Larry Brown about this problem hoping he would at least care. I left two follow-up messages for him. RESULTS????? Z E R O !!

Perhaps if the widening occurs, someone would at least feel some compassion for the hundreds of residents who cannot even avail themselves of crossing Valley View. There is a #104 CAT bus stop on both sides of the street but who can cross to either go somewhere or get home.

SO....AGAIN...YES...YES...YES... DO WIDEN VALLEY VIEW!!

If anyone cares to discuss this problem with me, my phone number appears above.

THANK.....I HOPE!!


JUDI ROOT
Co-Founder

BARBARA ROBERTS
675 FAIRVIEW DR. #246
CARSON CITY, NV 89701

June 7, 1999

Daryl N. James, P.E., Chief
NDOT, Environmental Services Division
1263 South Stewart Street
Carson City, NV 89712

Dear Chief James:

I am the owner of condo #35 at 2221 W. Bonanza Dr., Las Vegas, NV 89106.

I have a copy of your preliminary map showing the widening plans for US-95. I noticed that you do not have a Sound Wall being considered where it comes close to the property. I believe that a sound wall should have been put up long ago as the freeway comes very close to occupied dwellings. I am requesting you rectify this situation and put up a Sound Wall where the freeway comes close to the property.

Thank you in advance.

Barbara Roberts

Barbara Roberts
Owner
2221 W. Bonanza Drive #35
Las Vegas, NV 89601
(775)588-2411 x2612 (day time phone)



CVU

June 26, 1999

Daryl N. James, P.E.
NDOT Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89712

Dear Mr. James,

I hand delivered my Response to the US 95 Draft Environmental Impact Statement 4 (f) Evaluation to the 123. E. Washington Av., Building C, address, in Las Vegas, Nevada, June 25, 1999. The 14 page response and attachments are in a sealed file folder.

Steven Henson, Assistant Chief Right of Way Agent, accepted and signed for it and assured me he would forward it to to you and I assume by now you have received it. If you do not not, contact Mr. Henson. Also a copy was sent to FHWA in Carson City (Alan Friesen) and the EPA in San Francisco (David Thomosovic), and from either you can obtain a copy of my Response.

I will not be in town for the next three weeks so suggest you ask Mr. Henson, who was very nice to offer to forward it, or talk to one of the above agencies should you not recieve it before the deadline date of July 9th, 1999. I will not be available until after July 16 due to other commitments.

Sincerely,



Barbara Fuhrman Roth
Research/response for Neighborhood Associations, Individuals and Petitioners

RECEIVED
JUN 28 1999
12:18 PM

112 Temple Drive
LV 89107

Response to US 95 DEIS 4(f) Evaluation

Enclosed is a paper which questions legalities, methods, statements and figures in the US 95 DEIS and addresses energy and resource waste. It also addresses the indirect effects of widening, the cumulative impacts, issues of NEPA and other Federal Statutes and serious inaccuracies of the report. It also asks if this action sets a dangerous precedent: that of taking taking homes of 30 year residents for newcomers' and builders' convenience. It especially leaves the question hanging: does this preserve quality of life issues NEPA addresses. This highway widening is an ethics and Environmental Justice issue as well: less expensive homes of those in neighborhoods who cannot fight back are targeted here once again.

**Researched and written by Barbara Fuhrman Roth
For Neighborhood Associations, Individuals and Petitioners
Opposing the US 95 Widening Ten Lane Segment.
112 Temple Drive, Las Vegas NV 89107**

**Las Vegas Citizens Oppose
the US 95 Widening segment
of ten lanes from I-15 for five miles
to Approximately the Rainbow Curve**

because of Violation of Parts of the National Environmental Policy Act, the Clean Air Act, and parts of the ISTEA Act, among other Federal Statutes, Court Rulings, Presidential Executive Orders. We expect the Environmental Protection Agency and other Federal Agencies to follow the Intent of all of these Statutes, Rulings and Orders to protect our rights against ambitious politicians and bureaucrats whose interests differ from our interests, to enforce the INTENT of these Statutes Orders and Rulings, instead of using remote clauses, using methodologies that do not agree with the intent. We expect these Agencies to be sure US 95 from I-15 to Rainbow will not congest at ten lanes instead of six within the 20 year period and, if there is doubt on this issue, to disallow the state of Nevada to build this segment. There are other routes that should be studied to substitute for the extreme waste of resources and energy expended daily on an already flawed route, and the waste of energy and resources that this widened segment will result in. We recommend you consider the air quality of the Las Vegas Valley and decide to chose a mode of travel or more feasible route that is in the best interest of the health and welfare of each individual citizen in Las Vegas Valley. Following the INTENT of Statutes, Court Rulings and Presidential Orders and NOT methodologies designed to skirt the Statutes, Rulings, etc., Government entities such as RTC, NDOT and Federal Agencies only choice, is, once again, to use the Intent of Federal Statutes, Rulings, Orders etc.

We also find errors, omissions, in the US 95 DEIS 4(f) Evalutaion and disagree with much of NDOT's findings. We also feel it does not conform to Statutes because of lack of conformity of air quality and other factors discussed in the Body of this Paper.

Prepared by Barbara Fuhrman Roth, 112 Temple Drive, Las Vegas Nevada 89107

Summary and Conclusion

The US 95 Draft Environmental Impact Statement 4 (f) Evaluation (DEIS) is flawed, has erroneous information, skims over other facts (Example: It claims construction is a "short time". It is an 8-10 year project.) Federal Statutes say public should have been involved throughout, but this did not happen. Most important, a recent ruling from the DC Appellate Court reaffirms no project must proceed unless the region is in air conformity. Las Vegas is not. The Ruling affirms no Federal department or Federal Statutes regarding highway building and air quality may violate the Clean Air Act, whether this occur with Agencies methodologies favoring transportation or in wording of transportation Statutes.

The segment of the US 95 project, the widening of US 95 five miles West of the I-15/US 95 interchange, violates the National Environmental Policy Act (NEPA). Nevada Department of Highways (NDOT) noted almost immediate congestion upon completion, ("within two years") to the Regional Transportation Committee (RTC). Those who do not lose their homes will be facing soundwalls, be subject to additional noise, worsening air on a highway four lanes wider than the present six. It does not "assure . . . healthful . . . and aesthetically . . . pleasing surroundings" due to high sound walls that will not reduce adequately decibels. It will cause worsening air quality causing health problems. NDOT's consultants claim decibels are higher now than expected after the highway is built, and currently above the 67 Decibels allowed by the Federal Government. The Widening will cause more PM10s and CO. Las Vegas is in serious nonattainment of both. The project causes "irreversible and irretrievable loss of resources" This is not a project that will "stimulate the health and welfare of man". 40 CFR 1508.25 states "direct actions" taking of homes, traffic through neighborhoods during construction; "indirect actions" bad health from worsening air, and "cumulative actions", when an area is impacted by several actions over a period of time. (street to six lane expressway to 10 lane highway is a cumulative action) addresses impacts of these; further,

No transcript exists of the scoping meeting that was to address the above, nor was there an agenda nor survey as NDOT claims in that meeting of May 7, 1997, which began the US 95 DEIS. The above issues were part of what was to be addressed in the DEIS scoping meeting. How can issues be addresses if a transcript is not kept. All that remains are three unrelated comments, indicating issues to be covered in scoping 40 CFR 1501.7 which refers to id. 1508.25 (both relating to Scoping) were not covered and indicate the confusion of the public about what should have been addressed.

The RTC (MPO) acted in violation of Federal Statutes that mandate a project must "accommodate the types and volumes of traffic" for a twenty year period. Its population forecasting is also below Water District and Clark County Comprehensive Planning's, indicating all roadways including US 95 will congest more quickly; also

The US 95 DEIS lists 68% in favor of this building. 2303 petitions (gathered by a source NDOT hasn't revealed) in favor was muddled because it dealt with other widenings as well. US 95 DEIS says 1554 petitions were signed specifically against Widening. The against-widening petitions are filed with the County. There are 2367 signatures registered. NDOT counted other sources also, but the "against" widening surpasses NDOT's "for" numbers, another flagrant error in the US 95 DEIS.

This project is also not in accord with Federal Statutes and Rulings that mandate that "air quality and highway projects proceed in lockstep". DC Federal Appeals Court Ruling No. 97-1637 forced RTC to admit it is in a no-build scenario, that as far back as 1995 the State Implementation plan was neither approved nor disapproved by Environmental Protection Agency, hence this area (Las Vegas Valley) is in a no-build scenario. Despite the above, RTC approved in 1997 the NDOT 10 lane Widening for five miles of US 95, a segment highly controversial; and

The lead agency (NDOT), having been given responsibility for carrying out Federal Statute by Federal Agencies, is responsible for omissions and errors, sliding over facts, etc., and these inaccuracies now become the responsibility of those Federal Agencies as well.

The Presidential Order on Environmental Justice prohibits undue impact to lower income or minorities because property is less valuable and cheaper for the state to take. The homes along US 95 are older, therefore have less value, yet impacts to retired owners who own paid-off houses and based their retirements on them, and minorities with low to low middle income groups live along here and do not have the means to fight state actions. Along US 95 the Presidential Executive Order dealing with Environmental Justice very well may apply, but was not addressed in the US 95 DEIS.

A survey of alternatives must include the alternative of no build. In Nov. 1996 when the project was revealed there was a survey. No build was not on it. So at the latest meetings in June, 1999, a survey of no build is given as if NDOT realized their earlier mistake,, but it was not among alternatives as Federal Statutes state and was given two and one half years late.

Federal Statute state "environmental studies must be done while planning, presented at the same time as plans are revealed". There were no environmental studies at the Nov. 1996 meeting when plans were revealed. Statute also says environmental plans must be done "concurrently not consecutively". When the previous EPA liaison with NDOT asked for the environmental studies, there were none.

23 CFR 771.135 Sect 4 (f) says that if a Federal Highway's noise and/or vibration causes impacts to parks, amphitheatres, wildlife areas, etc., a different route must be chosen. Lorenzi Park is only 400 feet from the proposed widening. Migrating water birds spend the winter on its pond and it has an amphitheater. Yet 60 houses will be removed whose mature landscaping and walls currently buffer the park leaving few houses. The highway will be closer, noisier. Also the Water district, whose wildlife, buried ruins around and perhaps even under the new widening, is a 4(f) resource. The other small parks, on Hyde Street and Mirabelli park are 4(f) resources. Adjacent to US 95 are 4 school grounds and playgrounds that revert to public use after school hours. Eight potentially 4(f) resources along this five mile Widening Why was this route chosen? Also 49 U.S.C. 303 addresses this.

The Federal Government does not like to see wasted resources or energy. About two hundred and fifty structures will fall, along with several interchanges and separate bridges. All wasted resources. Include the new 10 lane soon to be congested US 95 and 300 million dollars to build.

The Federal Government also does not like waste of energy. Look at Rancho. Two miles or less from the I-15 it goes directly to the Northwest. From Washington North, East-West streets intersect with Rancho, a more direct route. This was the original US 95. The current US 95 loops five miles west before turning back to the north. Why compound the waste of energy this loop has caused since the highway opened. Rancho has Casinos and other commercial as well as some residential, but widening it would probably not take any houses and take traffic off the current US 95. Other East West streets are also worth considering.

There is a safety issue regarding cars crossing four lane of cars to get into the HOV lane. Those exiting at I-15 will cause dizzying lane changes even though they may be crossing only one or two lanes. Also at issue is the lost emergency lane, as it is dangerous not to have an emergency lane. Is this an "action which prejudices" in favor of widening as Statutes prohibit? As to the bottlenecks which NDOT denies will happen: NDOT says over one third of vehicles exit at I-15. Will the other two-thirds or so have to suddenly merge into three lanes instead of five? Will it bottle-neck going West also?

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Response to US 95 Draft DEIS:

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ATTACHMENTS

To Response to US 95 Draft Environmental Impact Statement, a violation of the Clean Air Act, the National Environmental Policy Act, the Clean Air Act and subsequent Amendments and Rulings, and certain Federal Transportation Acts.

- Attachment 1: Citizen Statement repeating NDOT representative as to length of time US 95 will remain without congestion unchallenged..... Page 1
- Attachment 2: Clark County Comprehensive Planning Forecast..... Pages 1,2
- Attachment 3: Water District Population Forecasts..... Pages 1,2
- Attachment 4: Regional Transportation Forecasts.....Pages 1,2
- Attachment 5: Ruling US DC Court of Appeals RTC Response affirming no build.....Page 3
- Attachment 6: Environmental Defense Fund vs. Environmental Protection Agency Ruling No. 97-1637.....Page 3
- Attachment 7: Report from Clark County Air Pollution with dates of non-attainment.....Page 3
- Attachment 8: Persons to contact who also will confirm no agenda or survey at Scoping meeting May 7, 1997 or will state how meeting did not address: economic, social, aesthetics, health, also cumulative action as defined in 40 CFR 1500-1508.25.....Page 4
- Attachment 9: Survey given during workshop Nov. 1996 without no action as alternative.....Page 7
- Attachment 10: Las Vegas Sun newspaper editorial, ex-councilman Steve Miller letter, etc. showing doubts about Ten Lane Widening.....Page 7
- Attachment 11: Petitions Against, proving percentages of NDOT of those for widening were wrong (US 95 ten lane widening) NOT PREFERRED ALTERNATIVE.....Page 7
- Attachments 12, 13, 14: Information on water district on National Register of Historical Places including information about previous civilization ruins, plus Jim Day cartoon echoing doubts of wisdom of widening over and near ruins.....Page 8
- Attachments 15, 16: 1972 & 1999 Maps showing (1) Original alignment of US 95; looped expressway contributed to over development causing current problem; was renamed US 95 (for Federal Funding purposes), created a waste of energy by guiding traffic Five Miles West then back to the North. Makes point 1999 extra lane planning along same route compounds waste of energy, further over development.....Page 13
- Attachment 17: Housing unit (developers) maps. 50 % of building is in Northwest. When US 95 is opened in 8 to 10 years, still more building will have taken place. Maps do not show apartments, only single family residences. Widening will encourage yet more development which will cause this highway to congest as the populace predicts "as soon as it opens" with yet more air and noise pollution.....Page 13

(Pages referred to in PAPER
NOTED ON Right)

Response to US 95 Draft Environmental Impact Statement 4 (f) Evaluation (with particular reference to US 95 Widening from Six to Ten Lanes Segment Five Miles West of I-15 Interchange, Clark County, Nevada), A Violation of Federal Statutes: NEPA, The Federal Clean Air, and Transportation Statutes., and EDF vs. EPA Ruling No. 97-1637

Air Quality, Transportation and Population Forecasts

Nev. Dept. of Transportation (NDOT) claims a six lane highway must be widened to ten lanes for five miles that vehicles among other street widenings. Their reasoning: traffic will flow faster on US 95 in the five mile segment mentioned in title, thus reducing CO in a county where, according to Clark County Health District, 90-95% of CO is caused by vehicles. However NDOT has already admitted the highway will congest again in "maybe two years" (direct quote by Kent Cooper, NDOT, in response to question by Regional Transportation Committee (MPO) member) in discussion at RTC meeting. To verify this remark Juanita Clark, president of Charleston Heights Preservation, repeated the question and quote at a subsequent RTC meeting and the "maybe two years" response by NDOT before both NDOT and RTC members and it was neither challenged nor denied by the RTC nor NDOT members present. (RTC sent us a tape of this portion of the meeting). David Carlsen of the Region Nine USEPA, when he was liaison between USEPA and NDOT, strongly recommended light rail and when this was ignored by RTC, was of the opinion NDOT and the RTC knew the ten lanes would congest but were determined to build the Ten Lane Widening anyway. US 95 DEIS 4(f) evaluation Vol. 1 p. xxviii is thus invalid, as well as other references to twenty year length of service. According 23 CFR 106 project "shall be adequate to carry types types and volumes of traffic for twenty year period . . ." Also see 23 CFR § 450.214 (2).

The US 95 ten lane widening segment of the US 95 DEIS does not conform to length of service in Federal Statutes. (Attach. #1 Juanita Clark statement.)

During the planning years of 1996-1997 population forecasts by Clark County Comprehensive Planning and the Southern Nev. Water District show population forecasts higher than those of the RTC. For year 2010, the approximate year the widening is to open, So. Nev. Water District forecasts population is 1,885,717, Clark County Comprehensive planning's forecast is 1,874,431. The MPO (Regional Transportation Committee) forecast is 1,299,000 on their trip demand summary, in their 1995-98 TIP, an under-estimation when planning for traffic, although their historical charts show 1,445,300, Valley. 1.525,000 county. THE FORECASTS WERE also in the 1995-98 TIP and ARE THE FORECASTS USED TO JUSTIFY THE TEN LANE WIDENING when the widening was conceived and planned (1996-97). NDOT's admission of congestion on this widening within two years and also RTC underestimating population will not decrease CO but increase it as ten lanes congest instead of six. Therefore how the ten lane part of the US 95 project would provide better air quality as noted in the US 95 DEIS Vol. 1 VI-117-118 when the highway congests early on is incorrect as are other air references in Vol. 1 and in Air Quality Technical Study regarding this five mile area. Also see any references to length of time this will carry projected volumes of traffic as 20 years is erroneous (VI-163) and doubtful that any politician, technical person, citizen could agree with 20 year figure. Note population forecasts.

Year	POPULATION FORECASTS			Regional Transportation Committee 1995-1998 904,950
	Clark County Comprehensive Planning	Southern Nev. Water Dist	Clark County Health District	
1995	998,254	1,052,494		-
1996	1,113,989	1,119,705		-
1997		1,186,244	1.1 million	
1998		1,254,233		
1999	1,288,781	1,328,404		

Continued

	CCCP	Water Dist	Health Dist.	RTC
2000	1,355,368	1,399,202		1,035,000 TDS*
2001	1,417,131	1,463,793		
2005	1,640,444	1,658,399		no figure
2010	1,874,431	1,885,717		1,299,000 TDS*
2020	2,178,046	2,165,949	2.4 million	1,859,000

*TDS (trip demand summary projections)

(RTC Clark County Historical population Projections are forecast at 1,128,000 in 2000, (less than current population in 1999), trip demand population estimates of that year were based on a population of 1,035,000. Historical forecasts shown for 2010 were 1,525,000 while trip demand summary shows population of 1,299,000. Note RTC has lowest population forecasts of agencies who forecast population. But the RTC figures above of 1995 to 1998 were those used to **justify the widening for the 20 year period, lower than Water District, Clark County Comprehensive Planning, etc.** numbers. (Attach. 2, Clark County Comprehensive Planning; Attach. 3, Clark County Population Forecasts, Southern Nev. Water Authority; Attach 4, RTC Daily trip planning 1995-1998 and, historical.) 40 CFR § 412 (a) states "...conformity determination. . . must be based upon the most recent assumptions . . . and (b) assumptions must be based from estimates of current and future population. The planning years according to a Louis Berger Assoc. representative were 1996-1997.

Existing air quality is noted in US 95 DEIS Vol. 1 pg. V-155. As long as more people come into the valley with their vehicles air attainment as required by the USEPA probably will not be reached as long as uncontrolled building is allowed by Clark County and the cities therein, despite new roadways that become obsolete as they are built, in regards to congestion.

U.S.C. 23 § 109 (a) reads "the secretary shall not approve plans for proposed projects on a Federal Aid system if they fail to provide for a facility that will adequately meet the existing and probable traffic needs. . ." and (b) "such standards as applied to each construction project, shall be adequate to enable each project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period. . .", and 42 U.S.C. 7506 (c) (1) "No department, agency or instrumentality of the Federal Government shall engage in, support in any way, provide financial assistance for, license, permit or approve any activity which does not conform to an implementation plan. . .Conformity. . .means (A) conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards; and (B) that such activities will not (i) cause or contribute to any new violation of any standard in the area; (ii) increase the frequency or severity of any existing violation of any standard in the area; or (iii) delay timely attainment of any standard of any required emission reductions or other milestone in any area. The conformity shall be based on the most recent estimates of emissions, and congestion estimates as determined by the metropolitan planning organization and such estimates shall be determined from the most recent population, employment . . ."

Also 40 CFR 93.116: "The FHWA/FTA **project** must not cause or contribute to any new localized CO or PM 10 violations in CO and PM 10 nonattainment areas. This criterion applies during all periods. . ." Also 23 CFR § 450.214 (b) (2) addresses statewide transportation plans and notes they cover a period of at least 20 years.

Statute 40 CFR § 93.150 states no department, agency, or instrumentality of the Federal Government shall engage in, support, or provide financial assistance for, license or permit or approve any activity which does not conform to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards or delay timely attainment of required interim emissions reductions. The Regional Transportation Committee (RTC), in response to New Court of Appeals ruling (No 97-1637) Public Notice: says that because Clark County is in nonattainment, and, under the Ruling (No. 97-1637) the Environmental Defense Fund vs. USEPA won on appeal causes RTC to be in a no-build scenario due to their SIP not being accepted in 1995 by USEPA. Also see ruling below which caused RTC to run Public Notice. If transportation emission for the build scenario are greater than the 1990 base year then the plan is nonconforming and the RTC

must select the no build scenario. (For details see Attach. 5) The Ruling is discussed below:

New Court of Appeals Ruling, US Court of Appeals, Dist. of Columbia Circuit (Attach. 6)

On March 2, 1999, in order to clarify laws, rulings considering clean air conformity and transportation Environmental Defense Fund won a lawsuit (No. 97-1637) against the EPA in the United States DC Circuit Court of Appeals, remanding regulations which allow conformity to be based on emissions budgets disapproved by EPA and to harmonize those regulations with the Statutes' general conformity requirements. Public Notice by the RTC in the March 28, 1999, Las Vegas Review Journal explains because the last conforming plan was in 1990, RTC must select a no-build transportation plan option, the EPA having never ruled on the adequacy of the 1995 Moderate Area CO SIP. Currently we are in serious nonattainment for both CO and PM 10s. US 95 Project and other projects will be disallowed by this Ruling because of Las Vegas Valley's nonattainment in CO and PM 10.

The US 95 10 lane widening specifically will cause the deterioration of air quality through the area it traverses as well as at downhill air monitors. PM 10s will also worsen because 10 lanes will generate more PM 10 at faster speeds, if faster speeds occur for even a short period of time. However, because of the shortness of time before congestion reoccurs, CO becomes a larger problem.

In regards to PM 10s the time frame of building of eight to ten years must be considered. When interchanges, over and underpasses fall, as well as the (current but rising) 188 homes (US 95 DEIS VI-67 amount of houses is 175, incorrect) with their walls and mature landscaping, the PM 10s will be extreme. The size of interchanges, even homes, prohibits sprinkling successfully. The record of contractors in the Las Vegas Valley at controlling PM 10 has been unsuccessful, hence the nonattainment of PM 10s.

Anything that assumes air quality in CO is better in recent years is due to the unusually windy years during and following El Nino year. The Air Quality director (Clark County) is quoted on TV often saying, "If we are lucky we will have lots of wind." In the US 95 DEIS, pg. V-156 of Vol 1, NDOT notes only three years of CO readings, noting few violations, assuming air is better. The Las Vegas Valley has been in non-attainment for nearly 20 years according to a report received from Clark County Air Pollution office. Why didn't NDOT give the a run down of all of the years of our CO nonattainment, the whole picture of our CO nonattainment here? (Attachment 7)

Also one simple fact: more population from unbridled growth equals more vehicles which equal more CO and other tail pipe emissions. An interesting statement in Vol. 1 DEIS US 95 page V-153, last paragraph: Nevada uses less stringent ambient air quality standards. Also this DEIS (nor any previous meeting) addressed air pollution from slow traffic rerouted through neighborhoods for 8 to 10 years or more. Nor the issues of health and safety of the residents of these neighborhoods after construction due to congestion reoccurring.

Also note 46% of congestion on Figure III-10 seems to appear after the rainbow curve. What is the purpose of widening to ten lanes US 95 from I-15 before Rainbow curve. Here ten lanes would merge into six, further causing unwanted and dangerous congestion with air pollution and the lack of safety of ten lanes to six, slowing vehicles. As the city continues to grow northwest, the percentage of those leaving the highway at the Summerlin off ramp will (long-range) decrease causing more cars merging from ten to six lanes. The ten lane area of the project will not contribute to timely attainment of air quality (ten lanes congested instead of six), but will worsen it. Also see 40 CFR 51.410, 434 and 436 and 40 CFR 93 and other Statutes dealing with areas in nonattainment for air quality. As noted the Las Vegas Valley is in serious nonattainment for CO and PM 10s.

The Scoping Process

On May 7, 1997, a so-called scoping meeting was called. It did not meet the requirements of statutes mentioned: this scoping meeting was to, according to 40 CFR 1501. 7, have an "open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action". 40 CFR 1508.25 defines scope as the "range

of actions, alternatives, and impacts". In NDOT's US 95 DEIS mentioned above, NDOT did not address alternatives given by the public. NDOT, nor any other government body, definitely did not give us a printed **or even spoken** agenda addressing NEPA issues in a manner the general public would understand. The evidence of lack of understanding reflects in only 3 unrelated responses to scoping from those in project area of the ten lane widening. Neither was there a comment form as listed on page XI-11 of Vol. 1, US 95 Draft Environmental Impact Statement Draft Section 4 (f) Evaluation at this meeting. (None of us had yet read the law, but an NDOT representative took a few of us aside and mentioned we should have had an agenda.) **No recorded or printed transcript of the body of the exists, only unrelated comments.** (Attach. 8) If scoping is used to determine a portion of what should be addressed in an EIS should there not be a transcript of the body of the meeting to refer to, aside from some unrelated comments? Also, note the time. A terrible time for working people. Also 40 CFR 1501.25 defines scope. . . "To determine the scope of environmental impacts, agencies shall consider 3 types of actions, 3 types of alternatives, and 3 types of impacts. They include: (a) Actions. . .which may be (1) Connected actions. . .actions are connected if they: (i) automatically trigger other actions which may require environmental impact statements (ii) cannot precede unless other actions...(iii) are interdependent parts of a larger action. (2) Cumulative actions, which when viewed with. . . proposed actions have cumulatively significant impacts and should be viewed in the same impact statement. . ." (See attachment 8, citizen denials of US 95 DEIS Scoping Meeting being given Agenda, No-build Alternative, other alternatives, handout form or comment sheet as Us 95 DEIS Vol.1.as page XI-11 claims.)

The National Environmental Policy Act 42 U.S.C 4321, 4331, 4332 was never discussed. Health, safety, socio-economic, aspects, aesthetics (more noise and houses facing soundwalls, neighborhood changes) were never discussed in any meeting. Also impacts, direct and indirects effects of 40 CFR 1508.8, cumulative impacts (1508.25): Present US 95 was unpaved, then paved with stoplights, then became a super-arterial loop through quiet neighborhoods. Once built, development exploded beyond it, creating noise and pollution, now ten lanes are proposed which will cause even more air and noise pollution: this is a Cumulative Impact. Instead of building another route, which would carry more vehicles than addition of lanes, NDOT wants to enlarge US 95 to 10 lanes (for five miles), destroying neighborhoods, 188 homes, 21 businesses, over 100 apartments, and a school and park for the questionable benefit of five miles of ten lanes, predicted by most Valley residents and NDOT when they speak candidly, to congest at ten lanes "within 2 years". NDOT says they will rebuild the school. Where? On a small, recently built park, eliminating the benefits of the park. **The US 95 project adds to, continues the cumulative impact.** 40 CFR 1508.7 defines a cumulative impact as "the impact on the environment which results from the incremental impact of the action when added to other past, present and future actions . . . Cumulative impacts can result from individually minor but **collectively significant actions taking place over a period of time.**" "Significantly" is defined in 40 CFR 1508.27, and states NEPA requires consideration of both context and intensity: (a) Context. . . the significance of an action must be analyzed in several contexts as a whole (human, national) the affected region, . . interests and the locality. In a site specific action, the effects would depend upon the effects in the locale. . . (b) intensity refers to the severity of impact. . .(2) The degree to which the proposed action affects public health and safety" (air and noise pollution) "(3) unique characteristics of area such as proximity to historic, park lands, wetlands. (4) The degree to which the effects on the quality of the human environment are likely to be high controversial. . (5) the degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks. (6) the degree to which the action may establish a precedent for future actions. . . (7) . . .Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment (8). . . the degree to which the action adversely affects sites. . . in the National Register of Historic Places. . .(10) Whether the act threatens a violation or requirement for the protection of the environment. **Citizens had rights to question whether the ten lane Widening conformed to the Intent of NEPA, but issues above were never addressed by NDOT in scoping meeting May 7, 1997 nor the workshops.** (Attach. 8).

Ten Lanes follows Energy-Using Loop, Mistake on Original Expressway, a 1970 Decision 40 CFR 1502.14 states in general that all **reasonable alternatives** should be rigorously studied. (Look at attach 15, Las Vegas, 1972, Las Vegas 1999). The alignment of US 95 is down Rancho. This highway swung five miles West before it turned North when it could have turned North a mile or so beyond the I-15 interchange on its original alignment with Rancho which was US 95. This decision, looped a highway through several quiet neighborhoods in the late 1970s and early 1980s. What a waste of energy for commercial and private vehicles. Why compound waste of energy with more lanes on this alignment? If this had followed US 95 alignment which followed Rancho, savings in energy would have resulted as Rancho directly intersects with East-West streets to the Northwest. It angles Northwest, also leads to towns north. And although Rancho has some residential areas, it also has four casinos, along with other commercial activity. Extra energy will continue to be used as homes are built further to the North, because of the configuration of what is now called US 95. Streets leading directly to Rancho Blvd. which slants more directly northwest would make more sense with Rancho becoming a second superarterial of six lanes or, ramps at major East-West streets.

Under 40 CFR 1508.8 (b) ecological, aesthetic (completely missing from scoping or the US 95 DEIS as there is nothing aesthetic about a ten lane highway in a neighborhood), historic, economic (this area's homes are older but desirable because of their large trees, bushes but a ten lane highway to be built depressed their value), social (loss of neighbors of many years, support systems to each other), and health whether direct, or indirect or cumulative. (Of course health is expected to deteriorate from additional tail pipes emissions and the PM 10s of building, plus the noise and vibration associated with such a large project.) Lost quality of life cannot be "mitigated". Destroying parts of neighborhoods is not worth someone getting to work 20 minutes earlier. Homogenous neighborhoods along this route have different ethnicities who work well with one another. It has older retired people who based their retirement plans on the paid-off houses they live in, and will not be able, whether their homes are "taken" or left on the edge of a 10 lane freeway, to sell or buy (even with funds from eminent domain) and get the same size yards with mature landscaping. It has younger people, who improved their homes who cannot get the price they would need. The impacts to the impacted region were not discussed, neither direct, indirect nor cumulative affects 40 CFR 1508.25 in any public meeting.

Because this is a low-middle to low income neighborhood with many retired people, this neighborhood was unable politically or legally to avoid being "dumped on" with the ten lane widening. The mayor said the area along US 95 was now an inner city neighborhood, which we reject, but that is the warped reasoning required to justify destroying a neighborhood. The houses sell for less because most are 30 and more years old. But they are extremely valuable as larger starter houses for the young and paid-off homes for elderly. See VI 99 b. US 95 DEIS, Vol. 1, first paragraph. This addresses low income populations, but not those in neighborhoods along US 95 as it should. The impact of US 95 widening hurts citizens do not have money to sue or defend their rights and don't know how to fight this injustice. These residents were taken advantage of because of their lack of means or political clout. Not one elected official who voted for this lives in a neighborhood along the US 95 10 lane widening. Yet most of them voted for this except our own Councilman who was said by the Mayor to be "pandering". He was supporting his constituency.

See US 95 DEIS Vol. 1 Page VI-95 7. Environmental Justice, Executive Order 12898. The purpose of this environmental review is to determine if a disproportionate share of the proposed project's adverse socioeconomic impacts are borne by minority and low income communities. . . (paragraph 2). . . Low income to mid-low income populations occur in or immediately adjacent to land to be acquired for right-of-way and some minorities and have historically received a disproportionate share of projects and land uses that have had an adverse effect on the surrounding environment (six lane expressway) and will receive a disproportionate and high level of adverse environmental impacts as a result of the(ten lane) proposed project. (See above, cumulative action that has occurred, and is proposed to occur again.) Why should such neighborhoods continually be the ones that are sacrificed for growth. Retired people, many

ethnicities, and young-and-struggling live along this highway. Property values will continue to go down, losing investment value. A home is the largest investment most poor to lower middle class ever make. They must make a choice between worsening health (from more air pollution) or suffer a loss if they elect to sell, an abomination of the "environmental justice" that should be accorded to all. Again, environmental justices addresses areas that have been hit more than once and this is the second time this area's been hit by the political machinery of this Valley. The scoping meeting did not even try to determine the scope and significant issues in depth as 40 CFR 1501.7 (a) (2) requires. If a proper scoping meeting had been done, it would have taken this segment of US 95 off the table.

Alternatives such as Cheyenne to MLK over -ramped into the Resort Corridor with also an off ramp to go toward downtown on Rancho taking traffic of both US 95 and I-15 were not a choice offered. Desert Inn to Rainbow should have been Desert Inn to the Beltway and was not discussed. Other East West streets such as Smoke Ranch, Lake Meade, Washington, nor Rancho were not strongly considered, rebuilding one into a new parallel superarterial. Elements of 42 U.S.C. 4331 Sec 101 (b) (2) assuring "safe, healthful, productive and esthetically pleasing surroundings" should have been discussed and whether this project would attain "the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences . . ." (NEPA). Because residents had no agenda during scoping they were not able to voice concerns of NEPA. Most didn't even know scoping's purpose, or about laws such as NEPA enacted to protect them against such projects "rammed down their throats". This project is being built for the benefit of builders and newcomers (for a short time) and will not benefit the impacted residents. See US 95 DEIS, Vol. 1 page V-68 about new population growth on the fringes. The huge Summerlin housing tracts of around 5000 homes were okayed in the Las Vegas City Council the meeting following the vote to okay the ten lane widening. Summerlin building is mentioned on US 95 DEIS, pg.V-68 also. Also note Population Growth and Housing Development on V-65, but NDOT does not mention unbridled growth policies of county and city or how master plans and zoning keep changing.

US 95 DEIS Vol. I, pg. VI-161: As a result of the construction of Alternatives A or B, the total valley wide peak hour vehicle-miles of travel are expected to decrease by 1.0% Total valley peak hour vehicle hours of travel are expected to decrease by nearly 2.5%. Travel speeds are expected to increase by 0.5 mph. This assumes a 20 years of noncongestion on US 95 which cannot happen given unbridled building policies, so the above statements are wishful thinking. Even were it so, is this worth tearing up neighborhoods and spending over 300 million dollars of transportation funds? How do you weigh the value of cohesive neighborhoods for such small gains. Perhaps parts of other road widenings will accomplish some of this, but not ten 10 (congested) lanes for five miles.

Also not on page V1-160 nor on any other page is there a realistic timeline for construction. How long will the noise, PM 10s last, extra energy used, traffic cutting through neighborhoods and all the other non-aesthetic and health and safety other concerns of NEPA to effect neighborhoods along US 95 from I-15 to the Rainbow Curve? "A short time" the US 95 DEIS says, but NDOT verbally has said eight to ten years was the amount of time NDOT estimated for building. **This is not a "short time" and glosses over reality, like so many other areas of the US 95 DEIS.** And taking existing homes, businesses and apartments and using materials and energy for a highway that most project will back up as soon as it opens is a more of a waste of resources than a 1% decrease in vehicle-miles.

Environmental Studies Timeline

Environmental studies must be done "concurrently not consecutively" with planning. (40 CFR 1500.2) When Mr. David Carlsen of USEPA, Ninth District, was liaison between NDOT and the USEPA, he asked for environmental studies done during planning. NDOT told him they were in the MIS report. He stated that was not an environmental study and came to the conclusion none were ever done. 40 CFR 1501.2 states ". . . Environmental studies shall be circulated at the same time as other planning documents." Planning documents were revealed

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in the workshops in 1996, however when asked about the affect on the environment of more noise and air pollution, NDOT's position was that this would be taken up in the DEIS which takes place AFTER the planning. No environmental documents done during the planning were available. 40 CFR 1501.2 states NEPA should be integrated into early planning to insure consideration of NEPA policies. The environmental studies done during planning would have addressed NEPA had there been such studies.

Ten Lane Widening of US 95 is NOT the "PREFERRED ALTERNATIVE" THIS PAGE IN PLACE OF ORIGINAL PG. 7. There are CORRECTIONS AND CLARIFICATIONS.

In Vol. 1 US 95 DEIS Page XI (section F): 2303 signatures were received on a petition. NDOT does not say who initiated this, gathered the signatures. It was worded inot specifically for US 95 Widening, but instead said, "To Alleviate and Mitigate traffic congestion we urge elected officials to include for consideration of all options, . . . and expansion of major arterials". This was not specifically for widening of US 95. Nine form letters from Avante Homes also in favor equals 2312 total "for". Citizens signing petitions against widening US 95 numbered 2367, not 1567, as The US 95 DEIS claimed. It read specifically against 10 lane segment widening of US 95. Thus, the 2312 to Widen are less than the 2367 against. (209 form letters are also listed, same page & section against Desert Inn/Rainbow Widening and should not be construed to favor the US 95 Widening. Further, this was not a choice between these 2 alternatives. (Reading the text it is obvious 209 letters are an objection to Desert Inn widening, an expression of "Not In My Front Yard", and should have no bearing on decisions to widen US 95.) Duplication occurred in Surveys which should be discounted. The percentage was not 64% as the DEIS claims and US 95 Widening is the "preferred alternative" is erroneous. See reaction echoed by residents of city in Las Vegas Sun editorial. (Attach. 10 letters) Other Valley cities should not vote as they seldom this segment of US 95 (The County Commission and City of Las Vegas have voting percentages of 20 to 30% in local elections so their vote does not represent the majority and should not be taken as a mandate of the greater will of the people. Voting statistics are low because, unfortunately, but accurately, residents think local politicians favor, above all other considerations, developers and casino owners, the two industries who support their elections' campaigns, but who also contribute to the policy of unbridled growth. (Attach. No. 11, Petitions.). (The lack of confidence in the city council showed in the recent election. Newcomer Oscar Goodman won mayor over a long time councilman by a landslide. Another councilman won by only 129 votes. Goodman wants to represent average citizens. Those voting for Widening lost or nearly lost. McDonald voted against won by 64%.

No Build Not on Workshop Survey; Workshop Meeting Notice Not Mailed

Also on survey forms given out in Nov. 1996 presentation omitted a no action alternative as required by 40 CFR § 1502.14 (d). (Attach 9) Because each person had to vote in a multiple choice fashion, there was no way to vote no-action, except by public remarks which would not have been tabulated. Alternatives given by the public were not included on this survey also. Nor was the no-build discussed in the scoping meeting. NDOT spent nearly one million dollars on these studies but none of that considerable sum was spent on public education of why a fixed guideway such as light rail would improve air, something we are all concerned about, by taking vehicles off the streets and highways. Original workshops announced the workshops presenting the Widening of US 95 by means of leaflets left on gates, doorknobs instead of mailed, although 40 CFR § 1506.6 (3) (vii) says that affected residents be sent notices, NDOT advised the most impacted by flyers hung like junk mail on their gates. Since many throw junk hung this way without reading, many threw these away, others blew away, many found out about original workshop meetings days even months after meetings were over. A survey along one street whose lots back up to the freeway found one of four homes received them.

Citizens Oversight Committee Called Together Seven Months After Scoping Meeting

Also 40 CFR § 1500.1 (b) states NEPA procedures must insure environmental information is available to public officials and citizens before decisions are made and mentions public

scrutiny. 23 CFR 771.111 (h) (2) (1) mentions "coordination of public involvement activities and public hearings with the entire NEPA process." and notes (ii) "early and **continuing** opportunities for the public to be involved in the identification of social, economic, and environmental impacts . . ." The first "workshops" were a sales job for US 95 widening by NDOT, presented a year after planning. Six months after the failed scoping meeting (that didn't address issues of scoping as per 40 CFR 1500-1508), a so-called citizens committee was formed, and told, even though the DEIS was not complete, they could not talk about whether this widening could or could not occur, even though air quality and noise and other environmental quality of life issues as in NEPA had not been resolved. The City of Las Vegas chose who would comprise this unofficial board. None of those chosen were from the impacted area, except, temporarily, one man. **NDOT had the advantage of feeding this committee information NDOT wanted them to hear, NDOT's slant on this. Meetings were not listed in the two major newspapers, although this would cost them nothing.** Consequently, hardly anyone showed or up. **The politicians and the city try to make it look like there is citizen involvement, when in fact, it is sporadic.** In fairness if one asks NDOT a question, they will answer it, but the trick is knowing the right question to ask. Also verification of any answer is also a problem for the layman. (Citizens were not informed of basic Statutes such as 40 CFR § 93.121 that states each FHWA/FTA project must eliminate or reduce the severity and number of localized CO violations. . . in CO nonattainment areas, for instance.)

Noise, Vibration and 49 U.S.C. 303 Sect. (f) Resources

Louis Berger Associates representative told us sound studies done on US 95 gave louder readings **now** than were expected after the ten lanes were in operation. Many areas are above the Federally allowable 67 decibels; 77 by one schoolground (which doubles as a playground after hours) and park which are also 4(f) resources. Also no monitors were used at major cross streets where noise is the greatest, and with on/off ramps that necessitate a break in any sound wall. To my knowledge sound readings were not published in local papers. A neighborhood group was told by Mr. Patton of Louis Berger sound readings are higher now than they expected after the ten lanes were built. Of course none of this is in the DEIS. Though sound is not evaluated by EPA, EPA is still responsible for enforcing Statutes that have been passed regarding sound.

A six foot sound wall eliminates about 4 dec. , we were told by NDOT. Therefore in theory a sound wall of 24 feet would be 4 times as high and stop only 16 decibels. Citizens are told their choice is between 24 foot sound walls or noise. Sound walls have not worked anywhere along this highway. 23 CFR § 771.135 section 4(f) (49 U.S.C. § 303) addresses 4(f) resources, potentially eight in this five mile area that would suffer from vibration and/or noise. **WHY WOULD A ROUTE BE CHOSEN WITH POTENTIALLY EIGHT 4(f) RESOURCES in FIVE MILES** when other streets can be converted to superarterials basically serving the same citizens. And these alternatives have few if any 4(f) resources?

The Historical Places Register lists Big Springs (now the Water District) which is protected and where endangered and other birds reproduce in giant trees adjacent to the highway. Other wildlife still roam free in the heart of the city there, protected by the Water District's fences. Almost directly across the highway is an historical park, Lorenzi, which has a lake that hosts migrating waterbirds that winter there (not mentioned in the US 95 DEIS). It also has an amphitheater, called Sammy Davis Plaza in the DEIS, but not noted as an amphitheater, and it also has ball fields. It is a quiet haven in the middle of the city. A small neighborhood buffers it now but at least sixty (60) houses will be bulldozed in this area, along with their 35-years-old landscaping which also acts as a buffer to this park. US 95 will be widened on this (north) side of present six lanes to ten lanes making it closer, wider, noisier, with less protection. Noise reverberates against walls skipping over the top, affecting properties and resources not immediately adjacent to the widened highway. An ideal choice could not be made as Lorenzi is on one side, the Water District, the other, both probable 4(f) resources. Another route choice is preferable. (Attach 12 (2 pages), 13, & 14)

Would additional and constant vibration upon unexamined buried ruins in the Historical Big

Springs area cause damage and who can prove or disprove this? Also ruins are thought to exist also in areas across the highway so it is possible the widening of US 95 will seal them away from archaeologists? (Attach. 13, 14,15). Noise, vibration and air pollution can impact a U.S.C. 303 Sect. 4(f) resource, diminishing its attributes. I refer you to 23 CFR 771.135 (p) (2) "Constructive use occurs when the transportation project does not incorporate land from a section (4) (f) resource, but the project's proximity impacts are so severe that the protected activities, features, attributes qualify a resource for protection under section 4 (f) are substantially impaired." The concern is wintering waterfowl in Lorenzi, as well as quiet as an attribute (4) (i) and a noise sensitive facility (amphitheater). Will lake water be affected by more polluting air from this project? There are also two smaller parks, four school yards open to the public as parks and playgrounds after.

Of concern in the Draft EIS is the Probable Adverse Impact Which Cannot Be Avoided, page V-III. Vegetation and wildlife species. Degradation of any wildlife habitat is unacceptable. Also of concern is adverse noise levels to residential and "other noise sensitive properties". Obviously you understand that noise too often cannot be adequately mitigated. The two other smaller parks, important because not many parks are in this area along US 95 and four school grounds that will be impacted by both noise and vibration. One park on Hyde street close to Torrey Pines Ave. would be wiped out almost completely. It is new and was a hard fought for small park to augment land in school grounds that double as parks after hours. If this park was not needed, I doubt those who fought for it would have bothered. It is also a travesty to wipe out a school when school rooms are so badly needed elsewhere, with many children on double session. This is an abominable waste of a resource as I am sure you will agree. I do not agree there are off-setting benefits to wiping out wildlife habitat and much needed school rooms. (If there is enough money to build another school, put it in an area that needs it.) I am also concerned about the wildlife on the Water District with more noise and vibration upsetting them and am against any taking of Water District land under any alternative.

Las Vegas school grounds revert to parks and play grounds after school hours. Approximately five thousand children go to schools along this widening. With as much as 40% added pollution of CO and PM 10s. Also why was this alternate chosen when it is known noise causes hyperactivity and low test scores in children? **Why was a route with potentially eight 4(f) resources (in five miles) even considered? Lack of environmental studies early on or simply lack of imagination.** Should this have been addressed before the EIS started?

Removal of Emergency lane an Interim Action Prejudiced the Widening decision?

The removal of the emergency lane to create an extra lane on each side be construed under 40 CFR 1506.1 as an "interim action which prejudices the ultimate decision when it tends to determine subsequent development or limit alternatives". Currently, stalled cars are sometimes simply left in main lanes. There have been times driving along at sixty-five MPH, a driver will belatedly realize the car ahead is not moving, dodging into another lane, dangerous but necessary. These are mile long off/on lanes, used by many as a regular lane, drivers making a mad dash into the main stream of traffic to avoid exiting. Why was NDOT allowed to build these (to create eight lanes) before the DEIS was completed? Surely NDOT knew eventually a badly needed new emergency lane would have to be constructed, thus widening the highway.

Safety

I also question the safety of entering at Rainbow or Jones or any other street, crossing four lanes to get to the HOV lane. Worse, if a car is in the HOV and wants to exit at I-15, it must cross at least two lanes of traffic to exit, among other cars also switching lanes. The US 95 DEIS Vol 1 does not address the safety of many more lane changes. III-13, 2., paragraph two notes accident rate is major contributor to congestion. Somehow they determine 5 lanes is more safe than three and neglect the fact that more vehicles equals more drivers and potentially more errors of judgment. With 2 more lanes on each side, people will be switching lanes in 5 lanes instead of 3 lanes. Since this highway is predicted to congest early on, even

more accidents can be expected. Federal Statute 23 CFR §109 addresses safety standards: "The Secretary shall not approve plans and specifications for proposed projects on any Federal-Aid system if they fail to provide for a facility (1) that will adequately meet the existing and probable future traffic needs and conditions in a manner conducive to safety. . . " Further, 23 CFR 106 subsection (b) (amended) states " such standards , as applied to each actual construction project, **shall be adequate to enable each project to accommodate the types and volumes of traffic anticipated for the twenty year period,** commencing on the date of approval by the Secretary. 23 CFR 625.2 mentions safety concerns: (c). . .FHWA is to "reduce highway hazards and the resulting number and severity of accidents on all the nation's highways."

Merging five lanes into three where 68%, according to NDOT, continue East in the area of or after the I-15/US 95 interchange is a concern. (The 68% is the number given in the MIS study by NDOT.) In US 95 DEIS III-13, 2. blames accidents on US 95 on congestion. They do not mention bad driving but only congestion as the culprit, as if five lanes with more cars changing more lanes will not add to the accident rate but miraculously eliminate accidents. And, even if they are correct, when these lanes again congest again, as they themselves predict, within a short period of time we are back to the same scenario except with 40% more congestion with its additional air and noise. Those 5 miles will be dangerous for the same reason they are using to justify it. Also most residents in the Valley say, "What good will 10 lanes for 5 miles do?"

Light rail was dropped as not carrying enough passengers (an unexamined fact), yet it has been successful in solving air quality problems in other places. The more vehicles off the road, the better the air quality. A campaign was needed educating residents here of the safety, better air conditions, and easier commuting put forth **before** any mode of travel was decided upon, much as the on-going CAT (Citizen Area Transit) has educated and increased ridership. When the US 95 project was first brought before citizens, it was obvious the decision was made. The weak alternatives prove NDOT (or politicians) had already decided to Widen US 95. Some (in NDOT's million dollar study) resources should have been invested in informing citizens about benefits of light rail or some other fixed guideway. A Federal Official once told NDOT and RTC citizens were not given any REAL alternatives. NDOT and the powers in this city that push solutions that deal with transportation do not seem to understand that **Las Vegas Valley is going to have to come to grips with air quality problems and widenings are not going to be the answer. Even the ISTEA statute encourages other modes in the interest of air quality.**

42 U.S.C. 7506 Sec. 176(A) Whenever on the Administrator's own motion. . . , the administrator. . . under subsection (b) (2) (can) remove any State or portion of a State from the region whenever the Administrator has reason to believe that the control of emissions in that state **or portion of the State** pursuant to this section will not significantly contribute to attainment of any standard . . . in the region.

Intermodal Surface Transportation Efficiency Act also says (Sec. 2) "It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound. . . and will move people and goods in an energy efficient manner." This system shall "consist of all forms of transportation in a unified interconnected manner, to reduce energy and fuel consumption and air pollution. . . " Included shall be "significant improvements in public transportation necessary to achieve national goals for improved air quality, energy conservation." (Buses also contribute to air pollution.)

Lacking is any intermodal transportation such as light rail in the project area. ISTEA states the state (under State Planning Process) "shall consider. . .at a minimum (2)Federal, State or local energy use goals, objectives, requirements . . . (11). . . overall social, economic, energy and environmental effects of transportation decisions" . . .(12). . . Methods to . . . prevent traffic congestion from developing in areas where it does not yet occur, including **methods which reduce motor vehicle travel, including methods which reduce single-occupany motor vehicle travel"** . . .(14)The effect of transportation decisions on land use and land development. . . including. . . consistency between transportation decisions and provisions of all applicable short-range and long-range land use and development plans."

The Health Concerns of Noise and Air Pollution

Since the Federal Government lists its top noise allowance in decibels, NDOT and other government agencies should also, instead of using dBAs. US 95 DEIS Vol. 1, pgs. 159-160. Using dBa's naturally gives scores that cannot be compared to the allowable decibel ratings the U.S. Government allows as the public understands decibels but does not work with "dBAs" in a mere technical study. Since the DEIS is required to be given to those who are interested, it should also address sound readings and projections in terms the public understands and can question. NDOT's consultants say sound readings are as loud now with six lanes as they thought they would be when the ten lanes are built. But NDOT is soundwalls will take care of this. Soundwalls have been ineffective in most areas of US 95. (Why should the public believe now anything is going to be better? Is this a way to give the public a false sense of security?) If there had been a better solution in the past twenty years would not it have been used? Of course, after the expressway is widened, if there is too much sound, it will be too late. Why should we trust NDOT when they have not solved the noise problem in the past and we have noted other errors in the DEIS?

Studies show that noise can take a mental toll. Schools near freeways and other high noise areas have lower test scores. Noise causes irritability, makes it harder to concentrate, causes stress and hyperactivity in children. It can weaken the immune system when subjected to noise for even 20 minutes. I did not see references to HEALTH and noise in the US 95 DEIS Noise book. Since NEPA 42 U.S.C §4331 "assures for all Americans safe, healthful. . . surroundings", I would like to mention cardiovascular risk factors for those subjected to noise, since all noise cannot be mitigated. (In this study dBa's are used. I have no way to convert even this into decibels. I know dBAs numbers come up lower than decibels.) Road traffic noise emission ranged between 51 and 70 dB(A): significant associations were found between noise and potential ischemic heart disease risk factors, including total triglycerides, platelet count, plasma viscosity, glucose increases. (Speedwell study, Archives of Environmental Health, Nov.-Dec. 1993 v48 n6 p401(5)). Hearing can be affected, accelerated heartbeat, high blood pressure, gastric-intestinal problems, decrease in alertness, ability to memorize (these effects may be temporary); others more long lasting: insomnia, nervousness, anxiety, depression, sexual malfunction, chronically high blood pressure. **The foremost culprit is highway noise.** (Noise pollution- Prevention, Organization for Economic Cooperation and Development--- Environmental policy. UNESCO (France) 1994.

Noise can lead to hyperactivity and learning impairment and unruly behavior in children. What sounds like a doubling of loudness to us is really a tenfold increase in noise. (Omni. Feb. 1994 v16 n5 p18(1)) Other studies show that children that were in schools in noisy areas scored lower on test scores. Daytime noises in quiet suburban areas generally register around 52 Decibels; a noise near a freeway can have a noise level as high as 88 Decibels. (Current Health 2, Mar. 1996 v22 n7 p30 (2)) Yet this highway is adjacent to four schools.

Increase in motor vehicles with the rise of emissions causes a rise in ill-health, the principal outdoor air pollutants coming from vehicles. Increased numbers of deaths among people with cardiac and respiratory disease are contributed to pollutants emitted by motor vehicles--- carbon monoxide, oxides of nitrogen, ozone and light-reactive compounds. Ozone and nitrous oxides have been shown to induce changes in the lungs similar to those seen in emphysema. There is more acute bronchitis, pneumonia and other chest illnesses as a result of air pollution. Carbon Monoxide unites with hemoglobin, a substance in the blood and keeps the hemoglobin from carrying oxygen. Children living along a highway show a one per cent drop in pulmonary for every 25,000 cars. Also air pollution can contaminate areas around roads for hours. (British Medical Journal, Sept. 4, 1993, Vol.307; Western Journal of Medicine, Oct. 1995; Pediatrics, June 1993; The Lancet, Jan. 21, 1995; Audubon, Sept. Oct., 1994)

NEPA 42 U.S.C 4331 states that citizens "attain the widest range of beneficial uses of the environment without degradation, risk to health and safety and other undesirable and unintended consequences". We have a 40% increase in pavement, with up to a 40% increase in noise and vehicle emissions from a ten lane highway, destruction of nearby neighborhoods, possible 24 foot sound walls. None of this conforms to NEPA's "esthetically and culturally

pleasing surroundings. It does cause risk to health and degradation of the human environment which NEPA specifically does not allow.

Mature Trees to be Taken with Homes Result in Loss of Resources

Trees, especially mature trees, and even certain mature landscaping play a significant role in providing healthy air. Trees reduce the amount of pollution; lower the atmospheric temperature, so that less energy is used, and remove CO₂ from the air. When trees are taken away urban heat islands occur. A study in Los Angeles found that tree shade and transpiration could reduce city temperature 5 to 9 degrees Fahrenheit creating an "oasis effect".

Lower temperatures mean reduced energy demands. Trees can also be a wind barrier in winter. Gaseous pollutants enter leaves through stomata's. Inside the leaf, sulfur and nitrogen compounds are water soluble and dissolve Ozone reaction and is broken down. VOCs can be metabolized---used by the tree for its life processes. Trees also remove particulates like the filter of a furnace. One mature tree absorbs about 13 lbs. of carbon of year. An acre of trees can absorb as much CO₂ as an automobile gives off in 11,000 miles of driving. Mature trees in a serious CO and PM 10 nonattainment should not be removed in properties along US 95 or any place in a nonattainment area. But especially not along highways. (Current Health 2, April 1996 V22 n8)

Additionally, ten lanes of heat-holding pavement will cause higher temperatures in this area causing air conditioners in this area to work harder than if the highway were not widened. This is also using energy. With less protection from trees, temperatures will rise. With little rain to cool the pavements in this desert, heat caused by 10 lanes will require more use of energy by residents both along the highway and further away. Sun absorbed into a sidewalk or even a residential street releases less heat than a huge parking lot. This is also true of a many laned highway. Pollutants caused by sunlight on tail pipe emissions are high now and will increase.

Speaking of trees, thoughtful people do not like the development of the Northwest. Already building is as far North as the turn to Kyle Canyon, one of the Canyons in the cool Spring Mountains. The Spring Mountains are known as "an accident of nature". The Spring Mountains have fir trees, aspen and other trees which protect and encourage wildlife and are an ecological gift to this desert. Easy to follow highways promote growth and a long range view is that the trees could be damaged by our air pollution as the trees in the San Bernadino mountains are being damaged. US 95 goes up this valley which narrows at the point where canyons join the desert floor. On one of side of US 95 are the Spring Mountains. On the other side you have the "necklace of desert springs" (that begin at the Water District and Lorenzi Park and continues north to Tule Springs (Floyd Lamb State Park) with 4 lakes that draw many kind of birds including migrating water birds (and at night coyotes); further on is Desert National Wildlife Refuge, which also has water and draws birds, coyotes, deer, Big Horn Sheep and other wildlife. The springs are deeply connected and are what allowed men and wildlife to survive in this desert. We should not encourage building in these areas. 23 CFR 450.208 (a) states "Each state at a minimum, explicitly consider, analyze as appropriate and reflect in the planning process . . . (14) the effect of transportation decisions on land use, development, including . . . consistency between transportation decisions and the provisions of short-range and long-range land use which projects demographic, environmental protection, growth management. . . and development and effects on the human, natural, and manmade environment. . ." There have been essays on National Public Radio here (KNPR) about the concern of developing the northwest end of this valley any further. If we continue to widen in the years to come to accommodate yet more growth in this fragile area, development will follow the highway, along with added pollution. The highway must continue on, but to keep widening for commuters only encourages development. NDOT claims this will not encourage building. Look at the 1972 Map (attach 15) and see how sparsely the Northwest was developed before the US 95 Loop and compare it again with the 1999 map (Attach 16). Also note subdivisions on Contractors Map. (Attach 17).

Nothing in the DEIS addresses this long range problem, which begins with "solutions" like the US 95 Widening allowing development to the detriment of the environment, human and

natural.

Does this project meet ISTEA's criteria? I disagree with many of the US 95 DEIS conclusions as many areas of concern were glossed over, and it does not conform to statutes and rulings mentioned in this paper. For all of its hundreds of pages, it does not make the case for a ten lane widening. In an area with runaway growth, and approximately 30,000 people coming in to work in but one hotel, and a vast retiree population (that keeps coming from other places), and city councils and county commissions that do not have the vaguest idea of the ethics of controlling growth, politicians still favor continue extreme growth. We will see a difference in our air quality only when politicians and leaders here make hard choices. At this point they do not appear to be ready to make them.

Certain populations should not be made to suffer for the convenience of others in any city.

Building roads in Las Vegas is like putting a finger in a dike, which, with the constant sea of newcomers, only temporarily solves any traffic problem and doesn't do a thing for air quality. "Officially" NDOT denies in its DEIS that US 95 ten lane widening will congest almost immediately. But over 50% of new home subdivisions are in this one/quarter of the city. Not shown on map (Attach. 17) are divisions still under construction and apartments leasing now and apartments under construction, nor other not-signed-off housing units. These, too, will cause more traffic on this widening when owners take possession. And thousands more will be built and sold before completion of the highway. Of course congestion, will occur as soon as it opens with its attendant air and noise pollution, energy use, etc. NDOT says it is not encouraging more growth by widening this highway. Please again refer to Attachs.15,16,17. On US 95 DEIS Evaluation Vol. 1 P.V1-69 NDOT in effect says the highway is not a growth inducing factor, but simply serving what is built. This would be true only if building stopped tomorrow. Otherwise it is growth inducing. Why else do the contractors want it? The DEIS disagrees with common wisdom of Las Vegans who say a widened US 95 will again becoming congested because of the unbridled growth. Four lanes cannot work miracles, nor can the two lanes beyond the Rainbow curve. A new superarterial might suffice but with air quality worsening with the advent of new cars, light rail or some other fixed guideway has to be in our future. For Las Vegas the future is already here and we need solutions beyond what was offered in the US 95 DEIS Evaluation. (Please note the Summerlin project adds 45,000 units of housing alone.)

The Intent of the Law Must Prevail . . . Most important Aspect

The most important part of any law is The Intent. The intent in some statutes is: to clean air, water, etc. Then at the end of statutes, are the remote clauses "loopholes" for highway departments to sidestep the intent. Sometimes these are listed as "mitigation", but not always. NDOT should be held by EPA and FHWA to The Intent of several Statutes mentioned, plus the EDF vs EPA Ruling. Homes are resources. Mature trees are resources. Resources must not be destroyed. The neighborhoods, the trees that clear air, the energy and materials used to build this four lanes of widening are resources. Energy that is used to demolish homes and a perfectly usable highway is at its most basic level wasted resources. Yet this widened area will be obsolete almost as soon as it opens to waste more resources, including energy.

Those neighborhoods, not completely ruined next to the widening but near the widening, will suffer from overload of traffic, causing lack of safety, health problems because of vehicle emissions for an eight to ten year building period. Traffic will engulf two lane streets. After, those who NDOT did not buy out through eminent domain will be looking at 24 foot sound walls that **will not** eliminate sound over federal standards. Residential areas will be besieged by noise of construction for an eight to ten year period. **PM 10s will be extreme during building, CO after.** NEPA's promises will be ignored if this widening is allowed to proceed. What is frustrating is that there are laws that seem to prohibit this. But highway departments stoop to look for remote clauses that will let them build, without keeping their mind on The Intent. Road builders see only their precious project, not people. NDOT, especially, cannot prove, because of the out of control growth, that this will improve air as 40 CFR 93.121 (a) states "Each FHWA/FTA project must eliminate or reduce the severity and number of localized CO violations in the area

substantially affected by the project in CO nonattainment areas." Uncontrolled growth is impossible to "model" for, plan for.

NOTE:

Taking out affordable apartments does not contribute to the community. US 95 DEIS Vol 1 states the apartments it plans to destroy have lower rents than the Las Vegas average rent.

NDOT claims it conforms to the State Implementation Plan but according to the Ruling of the EDF vs EPA March 2, 1999, DC Court of Appeals, the RTC has said the 1995 SIP not approved by EPA puts the Las Vegas Valley of Clark County Clark County into no build (no action) in 1999. In effect the new ruling holds transportation projects to the intent of the law, and does allow violations of the Clean Air Act. The ramifications of this decision in regards to this US 95 building and other roadways is to make sure Government Departments and Agencies **are held to the intent, not the loopholes, as they consider how transportation highway dollars will do the most for cleaning the air.** The pressures on RTC and NDOT are political. But Congress intended these statutes for the benefit of the citizenry, not bureaucrats trying to please politicians.

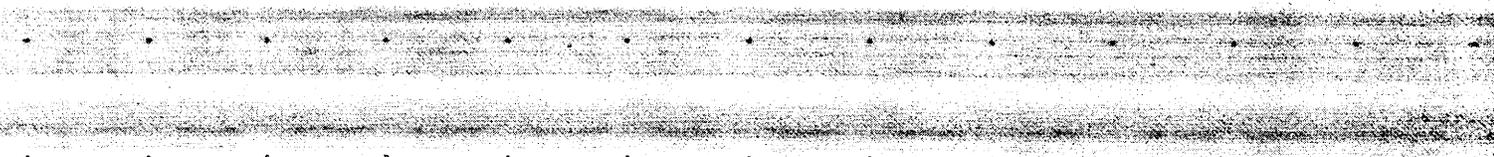
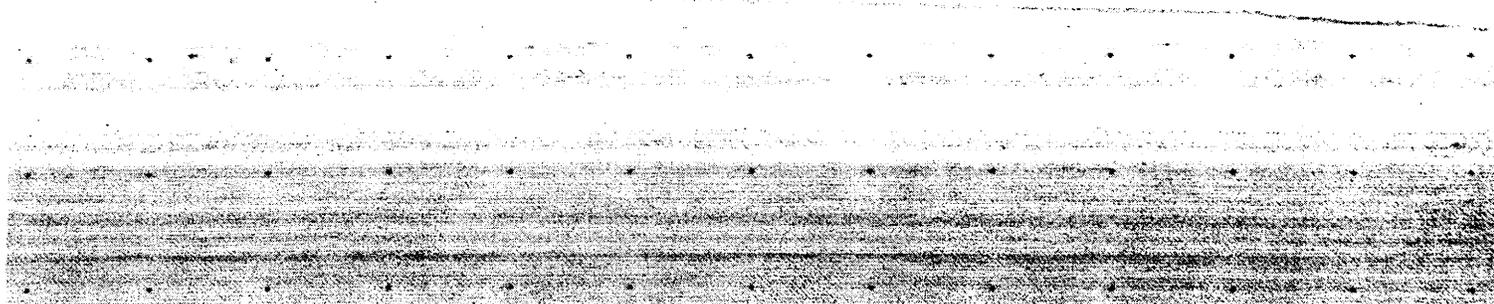
Thomas Stephens, director of NDOT, was quoted in the Las Vegas Sun on August 2, 1996, as saying adding lanes is best avoided. "We're finding it's best to do with what we have. A regular lane 'fills up almost immediately'. It's very inefficient." Meanwhile the planning of added lanes was taking place and revealed in Nov. of that year. This statement was disingenuous. Why did he not mention the plans for widening that were being developed as he spoke, and NDOT was moving in the opposite direction of his recommendations on that August day. The public was **not** involved from the beginning of the planning (Dec 1995 to Dec 1996).

Rumor says that the State of Nevada will fund the US 95 ten lane widening in Clark County even if Federal Agencies do not allow Federal funding. US 95 is a Federal Highway and subject to 42 U.S.C 7506 (c) (1) "No department, agency. . .of the Federal Government will . . . **license, permit or approve** any activity which does not conform to an implementation plan. (See definition of conformity on Page 2, paragraph 3. Clark County does not conform.) Also see reference to Environmental Defense Fund vs. USEPA, US Circuit Court of Appeals ruling (No. 97-1637), Washington DC Circuit Court of Appeals, Mar. 2, 1999, (Attach. 6) in which the petitioner challenged successfully both certain transportation Statutes and the USEPA methods to help transportation departments. The judges ruled transportations laws must harmonize with the Clean Air Act, as well as its 1990 amendments. In effect, judges also ruled Methods EPA used to circumvent Statutes for the benefit of transportation planning violated the Clean Air Act.

In particular both local approval and federal funding of transportation projects. . . violate the Clean Air Act. See attach. of new ruling for details. Also 40 CFR 93.129: "No recipient of federal funds designated under Title 23 U.S.C shall adopt or approve a regionally significant highway or transit project, **regardless of funding source**, unless there is a currently conforming transportation plan and TIP consistent with 40 CFR 93.114." 93 CFR 114 says there must be a currently conforming transportation plan and TIP at the time of project approval. The EDF Ruling says there must be a conforming SIP also. The US 95 DEIS claims there is RTC says there is not. For the above reasons NDOT should not be allowed to widen US 95 in Clark County. Other reasons are 40 CFR 1502. 5 which states . . . "The statement (EIS) shall be prepared early enough so that it can serve practically as an important contribution to the decision making process and will not be used to rationalize or justify decisions already made." However US 95 DEIS seems to both rationalize and justify decisions that were made before this project was revealed to the public. It also glosses over important timelines, is unrealistic as to how long this highway can accommodate "types and volumes of traffic", ignores NEPA concerns among other concerns and gives a deceptive picture of exactly what the 10 lane widening, at least, will accomplish. The scoping meeting did not have a spoken or written agend. It has completely ignored Ruling No. 97-1637 mentioned above which may violate the Clean Air Act. Much of its information is erroneous. To read it is as though NDOT had written what would satisfy and look good to FHWA and EPA instead of writing an EIS based on fact.

by Barbara Fuhrman Roth/ 112 Temple Dr./ Las Vegas NV 89107 Tele/Fax 878-6015

Attachment No. 1 Citizen Statement regarding number of years ten lanes will remain uncongested attesting to NDOT representative statement US 95 10 lane widening will be congested again "in maybe two years" before RTC. Not challenged.

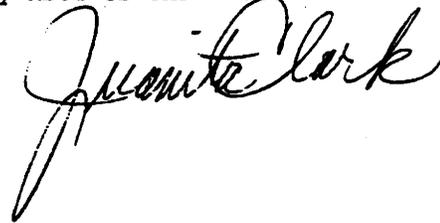


Testimony Statement

ATTACH. #1

Juanita Clark, of Clark County, Nevada attests to the following:

On February 13, 1997 at a Regional Transportation Committee meeting while responding to statements regarding the MIS US-95 ten lane widening of five miles West of I-15/US-95 interchange to the Summerlin Parkway off-ramp, repeated information from a previous RTC meeting stated by a Nevada Department of Transportation member responding to a question from a Regional Transportation Committee member. The question was to ascertain the time-line for which such widening would alleviate congestion along that five mile route, with the NDOT official responding, "Maybe 2 years". This statement was not challenged or denied by NDOT or the RTC.



Attachment 1

(There is also a tape provided by the RTC of that meeting Feb. 13, when statement went unchallenged.)

Clark County Comprehensive Planning Population projects more growth than does RTC.

11:18am From-CompPlan Environmental

+7023924593

T-400 P.06/06 F-387

Clark County, Nevada Population Forecasts: 1998-2035--page 23

ATTACH. 2

Table 5--Annual Clark County Population Projections: 1999-2035

Year	Projected Population in (000)
1999	1,288.781
2000	1,355.368 →
2001	1,417.132
2002	1,476.095
2003	1,532.400
2004	1,587.021
2005	1,640.444 →
2006	1,693.049
2007	1,742.557
2008	1,789.103
2009	1,833.010
2010	1,874.431 →
2011	1,913.368
2012	1,949.898
2013	1,983.988
2014	2,016.010
2015	2,046.229 →
2016	2,074.731
2017	2,102.041
2018	2,128.269
2019	2,153.544
2020	2,178.046 → →
2021	2,201.194
2022	2,224.017
2023	2,246.964
2024	2,268.811
2025	2,292.553
2026	2,315.163
2027	2,338.105
2028	2,361.401
2029	2,384.804
2030	2,408.197
2031	2,431.460
2032	2,454.817
2033	2,478.177
2034	2,501.304
2035	2,523.866

Attachment 3
Water District includes future hotel building accepted by the County. Their Population Forecast
also shows higher numbers than RTC.

Jeff Hardcastle

Attach. 3

CLARK COUNTY POPULATION FORECASTS

Prepared for

Southern Nevada Water Authority

Prepared by

Center for Business and Economic Research

See PAGE
for water District
Population Forecasts

August, 1996

CLARK COUNTY POPULATION FORECASTS

Center for Business and Economic Research

The Center for Business and Economic Research (CBER) was commissioned by the Southern Nevada Water Authority to forecast Clark County population growth from 1997 to 2035. The CBER used in its forecast a five-region model for the state of Nevada developed by the Regional Economic Models, Inc., from hereafter the REMI model. The REMI model is a sophisticated and comprehensive model which has been used by many private and government agencies in the U.S.

The REMI model for Nevada was recalibrated to reflect the recent changes in the southern Nevada economy and, after the recalibration procedure, used to forecast local economic and demographic growth. The CBER carried out many simulations using alternative scenarios varying from a pessimistic view of the future economic growth to an assumption of continued economic boom, and consequently strong population growth rates.

The scenario described below, which is the most likely to occur based on reasonable assumptions, takes into account the growth already built within the REMI model driven by the recent growth in Clark County (prior to 1993), economic performance of the nation as a whole, as well as the world economic conditions. The CBER forecasts built upon the REMI conditions by adding or subtracting growth in terms of employment, economic and senior migration, investment, and other changes in accord with activities since 1993 and assumptions about future growth factors.

I. General Description of Scenario

The current trend of strong economic growth would continue into the future. The slower rate of gaming expansion in the rest of the country would assure the continuation of larger tourist flows into the area. Besides the exogenous variables (growth of demand for gaming due to growth of the national and international economies), the "inertial" forces of growth (construction and migration resulting from growth) will keep internal demand for non-gaming activities (and gaming directed to the local residents) at relatively high levels.

The continuation of healthy demand for the gaming industry would enable the construction and operation of the resorts already planned and not yet built. Growth, however, would bring some additional costs to those who live in the area and those who are relocating to the area. Local prices for housing and other non-tradable goods and services will increase, higher demand for public services such as education, police and fire protection among others would result in increased tax burdens. Additionally, population and economic growth would bring more traffic congestion, noise, pollution, and other negative externalities, reducing the amenity level (quality of life). Lower amenity levels compensated in part by higher monetary wages, nonetheless act as a drag on the level of competitiveness of the local industries. In summary, this scenario forecasts the continuation of the present trend, constrained by the negative effects of the natural barrier to growth.

CLARK COUNTY POPULATION FORECASTS

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II. Description of Simulation

The last year of history (data) in the model is 1993. The recalibrated model includes more recent employment data for Clark and Washoe counties--adjusted 1994 and 1995 employment data for all sectors in the model. It also includes changes in hotel employment (SIC 70) for 1996 and 1997 reflecting the opening of new resorts (such as the Stratosphere and Monte Carlo) and those under construction and scheduled to open within the next 18 months (such as New York, New York, Sunset Station and many expansions of existing properties). Following the historical trend, we assume a ratio of 1.5 jobs per room over the period of study.

2.1. New Resorts - 1996 and 1997

Under "normal" conditions, the REMI model forecasted that 3,206 new jobs would be created in the hotel sector in 1996, an average of 1.5 jobs for each of the new 2,137 rooms to be built. However, local data show that 12,397 new rooms will be added to the existing stock of rooms in 1996. The additional number of rooms above the "normal" 2,137 rooms forecasted by the model, would create over 15 thousand additional jobs (above the model prediction) in the hotel sector. As expected, such a large expansion of supply (increased competition) would pressure some less competitive properties to leave the market or substitute old for new rooms even if demand increased substantially. The REMI model forecasted that close to 400 jobs would be lost due to these normal market responses. Thus, a net increase of 18,200 jobs in the hotel sector is expected for 1996.

For 1997, the REMI model forecasted a net increase of 3,811 jobs in the hotel industry (reflecting construction of close to 2,480 new rooms). The local data predict that 4,616 new rooms would be built (2,136 above the model's forecast), equivalent to over 3 thousand additional (above the model) jobs. However, some old properties would close permanently, other properties would close temporarily to have a face lift as an indirect result of the 1996 rooms expansion. We find that approximately one thousand rooms will be closed due to higher levels of competition in the industry. Thus, the market dynamics would result in a net increase of 5,633 new jobs for the sector in 1997.

2.2. Additional Assumptions

Although only one (Bellagio) of the nine proposed resorts (12,050 rooms) to open in 1998 is currently under construction, we assume that all of them will actually be built. The same is assumed for all 11 projects (18,276 rooms) for 1999, the four resorts (2,678 rooms) for 2,000, and four more projects (6,516 rooms) for 2,001.

The REMI model forecasted (the base line) a certain number of hotel rooms to be built. For some years, the number of proposed rooms is above the number of rooms forecasted by the model (base line). For those years, we added additional rooms to reflect the local data. The number of rooms forecasted by the model was used for the year 2,000 which is higher (800 more rooms) than the proposed number suggested by the local data. Since 2,001 is the last year of local data available, we assume that after that year, the number of rooms forecasted by the model is the most accurate scenario. Thus, no additional rooms above the model forecast are included.

**Table 3: Population Numbers: REMI Forecasts,
Historical Data, and Population by Number of Rooms**

Year	REMI	POP	Pop 10	Pop 11
1980	473,796	463,087	458,150	503,965
1981	501,538	489,129	496,140	545,754
1982	523,555	515,836	502,700	552,970
1983	544,912	535,108	525,290	577,819
1984	564,178	568,070	541,290	595,419
1985	580,801	583,754	530,670	583,737
1986	603,699	607,884	564,940	621,434
1987	639,588	654,765	584,740	643,214
1988	679,440	681,585	613,940	675,334
1989	726,337	746,943	673,910	741,301
1990	788,207	797,142	737,300	811,030
1991	846,333	834,907	768,790	845,669
1992	883,763	870,692	765,230	841,753
1993	925,156	919,388	860,530	946,583
1994	985,922	985,827	885,600	974,160
1995	1,052,494	1,040,671	900,460	990,506
1996	1,119,705	1,119,705	1,005,835	1,106,418
1997	1,186,244		1,057,149	1,162,864
1998	1,254,233		1,179,974	1,297,971
1999	1,328,404		1,297,784	1,427,562
2000	1,399,206		1,320,547	1,452,602
2001	1,463,793		1,375,933	1,513,526
2002	1,524,142			
2003	1,580,643			
2004	1,634,560			
2005	1,685,399			
2006	1,732,357			
2007	1,775,216			
2008	1,814,422			
2009	1,850,957			
2010	1,885,717			
2011	1,919,143			
2012	1,950,679			
2013	1,980,598			
2014	2,009,602			
2015	2,037,784			
2016	2,064,997			
2017	2,091,041			
2018	2,116,321			
2019	2,141,314			

*This model
considers
at least 8
new hotels*

**Table 3: Population Numbers: REMI Forecasts,
Historical Data, and Population by Number of Rooms**

Year	REMI	POP	Pop 10	Pop 11
2020	2,165,949			
2021	2,190,127			
2022	2,214,031			
2023	2,237,976			
2024	2,262,153			
2025	2,286,478			
2026	2,310,849			
2027	2,335,389			
2028	2,360,278			
2029	2,385,478			
2030	2,410,858			
2031	2,436,394			
2032	2,461,975			
2033	2,487,543			
2034	2,513,024			
2035	2,538,325			

**Attachment 4 RTC figures lower than either the Water District or CC Comprehensive Planning.
Forecast not in line with other agencies forecasting growth.**

2000 DAILY TRIP DEMAND SUMMARY

Metro Area Population: 1,035,000
 Metro Area Employment: 507,150

	TRIP PURPOSES					TOTAL
	Work	School	Home Based	Other	Non-Home Based	
Internal Person Trips	950,185	269,943	659,662	775,942	1,606,629	4,262,361
Home Based Transit Trips	12,110	3,595	9,926	10,537	0	36,168
Auto - Person Trips	938,075	266,348	649,736	765,405	1,606,629	4,226,193
Vehicle Occupancy Rate	1.12	1.50	1.42	1.47	1.30	1.31
Internal Vehicle Trips	837,609	177,554	457,535	520,682	1,235,814	3,229,194
Misc. Internal Vehicle Trips (taxi, commercial truck)						168,514
External - Internal Vehicle Trips						134,146
External - External Vehicle Trips						11,506
TOTAL DAILY VEHICLE TRIPS						3,543,360

MORE THAN
POPULATION of
County

source: RTC Planning Division
 Planning Variables Report Update: 1992

**REGIONAL TRANSPORTATION PLAN UPDATE
FISCAL YEARS 1998 - 2020
REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY**

use information from developers and public agency planning departments; and a small area growth allocation model. Non-residential land use estimates were utilized for forecasting employment.

A separate analysis was performed to analyze the impacts of large-scale planned unit developments such as are occurring in the Summerlin, North Las Vegas and Green Valley (Henderson) areas. It was found that since 1989 these developments have accounted for over 40 percent of new residential construction and this relationship was assumed to continue throughout the projection period. Table 6.1 shows the assumptions made for population, employment and visitor volumes.

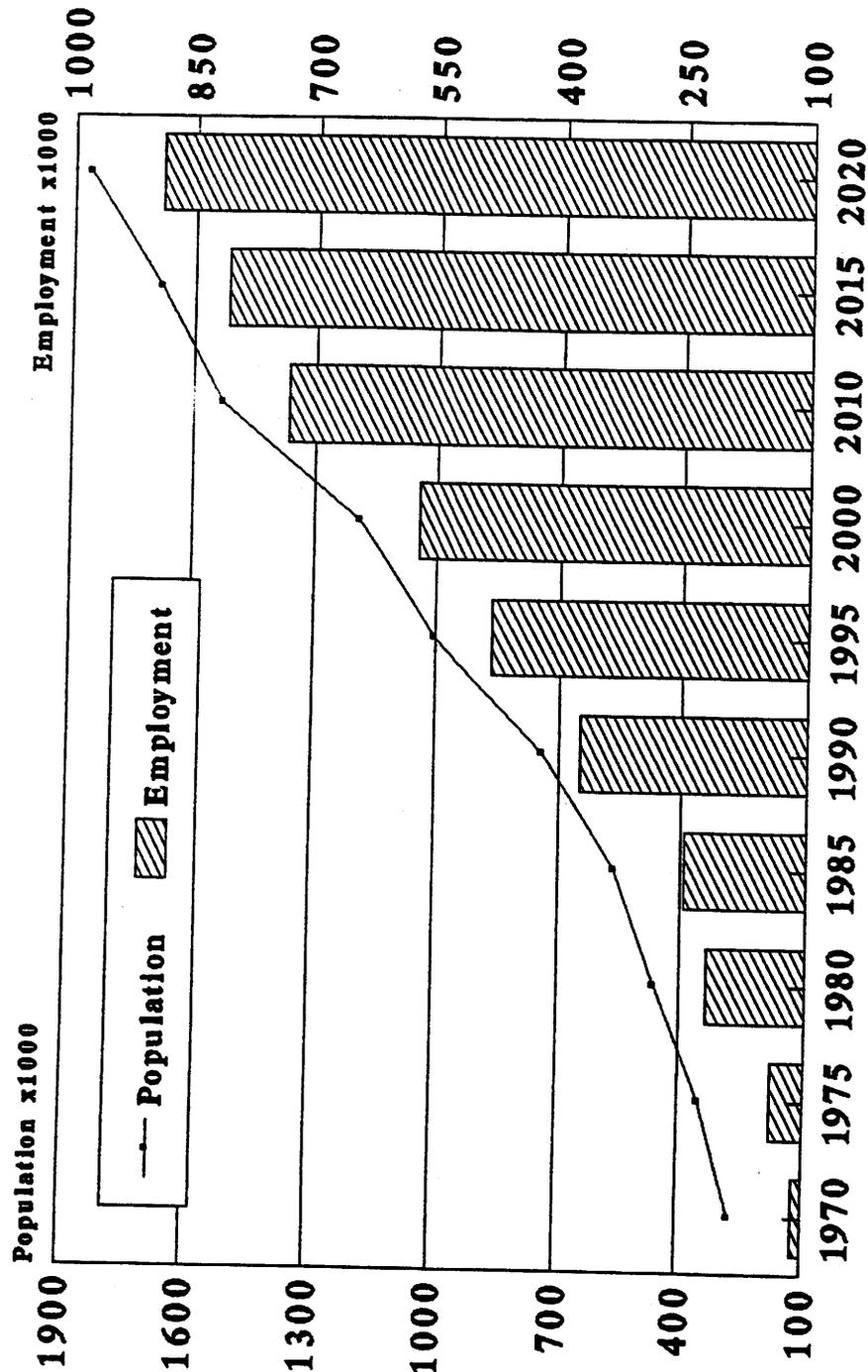
Table 6.1 Historic and Projected Levels of Population, Employment and Visitor Volumes

	CLARK COUNTY, NEVADA ³ (METRO AREA)		
	POPULATION	EMPLOYMENT	ANNUAL VISITORS
1970	273,288	111,200	
1975	351,300	140,200	9,151,000
1980	463,087	217,500	11,941,000
1985	562,280	246,600	14,194,000
1990	706,734	339,200	20,954,000
1995	950,600	456,300	28,500,000
2000	1,128,800	541,800	32,700,000
2010	1,445,300	693,700	49,700,000
2015	1,596,000	766,100	55,800,000
2020	1,762,000	845,800	61,900,000

³Population and Employment control totals adopted by the Regional Transportation Commission (RTC) in October, 1995. Visitor Volume projections developed by the RTC during the Resort Corridor Fixed Guideway Major Investment Study.

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ESTIMATED AND PROJECTED POPULATION and EMPLOYMENT CLARK COUNTY, NEVADA



source: RTC 09/95

Public notice in March 28 Review Journal. Acknowledges because of Environmental Defense Fund vs. USEPA US DC Court of Appeals ruling, No.97-1637, the RTC must utilize the no build option, because the "Las Vegas Valley" of Clark County is in serious nonattainment for CO and PM 10s, therefore not in conformity. (See US DC Court of Appeals EDF vs EPA Ruling), Attach. 6) Since non-conformity is from at least 1995, RTC acceptance of NDOT's US 95 project in 1996 or 1997 is not valid. Certain EPA guidelines or Federal Statutes violate or are not in harmony with the Clean Air Act.. (Also see Attach. 7 from Health District Air Pollution Dept.)

Las Vegas Review-Journal/Sunday, March 28, 1999

PUBLIC NOTICE

NOTIFICATION OF A PROCESS CHANGE TO TRANSPORTATION PLAN CONFORMITY

The Agency. The Clark County Regional Transportation Commission (RTC), acting as the Metropolitan Planning Organization (MPO) for the Las Vegas Valley, is responsible for ensuring that transportation plans and programs conform to the goals identified in the State Implementation Plan (SIP). The SIP, developed in consultation with each of the local governments, defines specific goals that ensure regional attainment of the national clean air standards set by the Environmental Protection Agency (EPA).

The Air Quality Situation. Since the Las Vegas Valley has been classified as serious non-attainment for Carbon Monoxide (CO), an essential purpose of the SIP is to establish a daily budget for this pollutant. The budget is set as a threshold measure, meaning transportation plans that produce emissions exceeding the budget are considered nonconforming and plans that produce emissions less than the budget are considered conforming.

Why Change the Process ? In the past the RTC has used SIP emission budgets in its computer modeling process, to demonstrate transportation plan conformity. However, on March 2, 1999 the United States Court of Appeals of Columbia Circuit issued an opinion in *Environmental Defense Fund v. Environmental Protection Agency*, No. 97-1637 that required the reconsideration of SIP emission budgets. The court ruled that the EPA could no longer allow the use of a SIP budget that had not been affirmed as adequate by the federal agency. To date, the EPA has yet to rule on the adequacy of the emission budget submitted for the Las Vegas Valley in the 1995 Moderate Area CO SIP. This has served as the budget for past transportation plan conformity demonstrations.

What Will the RTC Do ? Based the 1997 federal ruling on transportation conformity and/or until the ruling is reversed or the EPA affirms the adequacy of the CO SIP emission, the RTC must utilize the build/no-build test. This method of plan conformity requires emissions for future transportation plans to be compared against the 1990 base year emissions. If the future year transportation emissions (build scenario) are less than the 1990 base year, then the plan is considered to be conforming. However, if transportation emissions defined for the build scenario are greater than the 1990 base year, then the plan is non-conforming and the RTC must select the no-build transportation plan option.



Regional Transportation Commission
301 East Clark Avenue, Suite #300
Las Vegas, NV 89101

For more information, contact the
RTC Planning Division at 455-4481

Attach 5

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97-1637-8



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Ruling

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U.S. DC Circuit Court of Appeals

ENV DEF FUND v EPA

United States Court of Appeals

FOR THE DISTRICT OF COLUMBIA CIRCUIT

Argued September 3, 1998 Decided March 2, 1999

No. 97-1637

Environmental Defense Fund, on behalf of itself and its members, Petitioners

v.

Environmental Protection Agency and Carol M. Browner, in her capacity as Administrator of the United States Environmental Protection Agency, Respondents

On Petition for Review of an Order of the Environmental Protection Agency

Robert E. Yuhnke argued the cause and filed the briefs for petitioner.

Thomas A. Lorenzen, Attorney, U.S. Department of Justice, argued the cause for respondents. With him on the brief

were Lois J. Schiffer, Assistant Attorney General, Karen L. Egbert, Attorney, U.S. Department of Justice, Sara Schneeberg, Attorney, Environmental Protection Agency, and Peter J. Plocki, Attorney, U.S. Department of Transportation.

Before: Wald, Williams and Tatel, Circuit Judges.

Opinion for the Court filed by Circuit Judge Tatel.

Dissenting opinion filed by Circuit Judge Williams.

NOTE 1 ATTORNEY for EDF Five Gov. Depts. Agencies fighting this

Tatel, Circuit Judge: Petitioner challenges several provisions of the 1997 Final Rule issued by the Environmental Protection Agency pursuant to the 1990 amendments to the Clean Air Act. That statute prohibits a metropolitan planning organization from approving and the Department of Transportation from funding any transportation project unless it comes from a regional transportation plan and program that conform to applicable state-level air quality standards. Because the challenged "conformity" and "grandfather" regulations allow both local approval and federal funding of transportation projects that satisfy neither this requirement nor the single exception the statute permits, we hold that these regulatory provisions violate the Clean Air Act. In addition, we remand the regulations which allow conformity to be based on emissions budgets unapproved or disapproved by EPA for further proceedings to harmonize those regulations with the statute's general conformity requirements. Finally, we hold that the regulation which allows conformity to be based on revised budgets that include "safety margin" emissions violates the statute's requirement that conformity be evaluated against approved or applicable air quality standards.

I

The Clean Air Act establishes a joint state and federal program for regulating the nation's air quality. The Act requires EPA to establish National Ambient Air Quality Standards ("NAAQS") for various pollutants. *See* 42 U.S.C. § 7409 (1994). It also requires each state to adopt a State Implementation Plan (known as a "SIP") that "provides for implementation, maintenance, and enforcement of [NAAQS]

in each air quality control region (or portion thereof) within such State." *Id.* § 7410(a)(1). SIPs must include "enforceable emission limitations and other control measures, means, or techniques ... , as well as schedules and timetables for compliance, as may be necessary or appropriate" to meet the NAAQS. *Id.* § 7410(a)(2)(A). "[A]fter reasonable notice and public hearings," each state must submit a SIP with such pollution control strategies to EPA. *Id.* § 7410(a)(1). EPA typically approves SIPs pursuant to notice-and-comment rule-making.

In 1977, Congress amended the Clean Air Act to ensure that transportation planning at the local level conforms to pollution controls contained in approved SIPs. To accomplish this, the 1977 amendments prohibit federal agencies from assisting, approving, or supporting "any [transportation] activity which does not conform to [an applicable SIP]." Pub. L. No. 95-95, tit. I, sec. 129(b), § 176(c), 91 Stat. 745, 750 (1977).

Because Congress "offered little guidance" on the 1977 conformity requirement, and because federal agencies "largely ... ignored" it, Clean Air Conference Report, 136 Cong. Rec. 36,103, 36,105-06 (1990), Congress amended the Act again in 1990 to expand the content and scope of this requirement. *See* Pub. L. No. 101-549, tit. I, sec. 101(f), 110(4), § 176(c), 104 Stat. 2409, 2470 (1990) (codified at 42 U.S.C. § 7506(c)). The focus of this case, the 1990 amendments do two things. First, they establish general criteria for determining whether a transportation activity conforms to a SIP:

(1) ... Conformity to an implementation plan means-

(A) conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and

(B) that such activities will not-

(i) cause or contribute to any new violation of any standard in any area;

(ii) increase the frequency or severity of any existing violation of any standard in any area; or

(iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

42 U.S.C. § 7506(c)(1). Heads of federal agencies have "an affirmative responsibility" to assure conformity of any federally assisted or approved activity to an applicable SIP. *Id.*

Second, the 1990 amendments integrate the attainment and maintenance of air quality standards with the specific transportation planning process prescribed by the Urban Mass Transportation Act. As the Clean Air Conference Report put it, "[t]he purpose of the new 'conformity' requirement is to ensure that the transportation systems choices made by the community and incorporated into the regional transportation plan required by [federal transportation statutes] are consistent with achieving the allowable emission targets for each pollutant assigned to mobile sources in the SIP." 136 Cong. Rec. at 36,106 col.2. Under the Urban Mass Transportation Act, the governor of each state, in agreement with local officials, must designate a metropolitan planning organization (known as an "MPO") for each urban area with more than 50,000 people. *See* 49 U.S.C.A. § 5303(c)(1). The MPO plans for the transportation needs of that area. It develops a long-range transportation plan (referred to in the statute as a "plan") which specifies the facilities, services, financing techniques, and management policies that will comprise the area's transportation system over a 20-year period, *see id.* § 5303(f), as well as a short-term transportation improvement program (referred to in the statute as a "program" and in the regulations as a "TIP") which identifies and prioritizes the specific transportation projects to be carried out over the next three years, *see id.* § 5304(b). The heart of the Clean Air Act's 1990 conformity requirements consists of the following restrictions on approval and funding of transportation plans, programs, and projects:

(2) Any transportation plan or program developed pursuant to Title 23 or the Urban Mass Transportation Act shall implement the transportation provisions of any

applicable implementation plan ... applicable to all or part of the area covered by such transportation plan or program. No Federal agency may approve, accept or fund any transportation plan, program or project unless such plan, program or project has been found to conform to any applicable implementation plan in effect under this chapter. In particular-

(A) no transportation plan or transportation improvement program may be adopted by a [MPO], or be found to be in conformity by a [MPO] until a final determination has been made that emissions expected from implementation of such plans and programs are consistent with estimates of emissions from motor vehicles and necessary emissions reductions contained in the applicable implementation plan ...;

....

(C) a transportation project may be adopted or approved by a [MPO] or any recipient of funds designated under Title 23 or the Urban Mass Transportation Act, or found in conformity by a [MPO] or approved, accepted, or funded by the Department of Transportation only if it meets either the requirements of subparagraph (D) or the following requirements-

(i) such a project comes from a conforming plan and program;

....

(D) Any project not referred to in subparagraph (C) shall be treated as conforming to the applicable implementation plan only if it is demonstrated that the projected emissions from such project, when considered together with emissions projected for the conforming transportation plans and programs within the nonattainment area, do not cause such plans and programs to exceed the emission reduction projections and schedules assigned to such plans and programs in the applicable implementation plan.

42 U.S.C. § 7506(c)(2). According to the Agency, these provisions apply only to "nonattainment" areas (i.e., areas that

have not met an air quality standard for a particular pollutant) and to "maintenance" areas (i.e., former nonattainment areas that have met the appropriate standard). *See* 40 C.F.R. §§ 93.101, 93.102(b) (1998).

In addition to specifying general conformity criteria and imposing restrictions on regional transportation planning, the 1990 amendments establish conformity criteria that apply to transportation plans, programs, and projects prior to Agency approval of a submitted SIP. See 42 U.S.C. § 7506(c)(3). The amended Act also authorizes EPA to promulgate criteria and procedures for determining conformity, provided that "in no case shall [conformity] determinations for transportation plans and programs be less frequent than every three years." *Id.* § 7506(c)(4)(B)(ii).

EPA first issued criteria and procedures for making conformity determinations in 1993. See 58 Fed. Reg. 62,188 (1993). It then amended those procedures in a series of rulemakings. See 60 Fed. Reg. 40,098 (1995); 60 Fed. Reg. 57,179 (1995). In recent years, this court has heard two challenges to these amended rules. See *Sierra Club v. EPA*, 129 F.3d 137 (D.C. Cir. 1997) (invalidating one-year exemption from statutory conformity requirements for transportation activities in nonattainment areas); *Environmental Defense Fund, Inc. v. EPA*, 82 F.3d 451 (D.C. Cir. 1996) (upholding various regulations as reasonable interpretations of the statute).

In this case, petitioner Environmental Defense Fund argues that various provisions of EPA's most recent Final Rule, see 62 Fed. Reg. 43,780 (1997) (codified at 40 C.F.R. §§ 93.100-93.128), violate the conformity requirements set forth in the 1990 amendments to the Clean Air Act. Specifically, petitioner contends: (1) that section 93.121(a)(1) of the regulations unlawfully permits local authorities to approve transportation projects in the absence of a currently conforming transportation plan and program; (2) that section 93.102(c)(1) suffers from the same defect with respect to federal funding of transportation projects; and (3) that sec-

tions 93.118(e)(1), 93.120(a)(2), and 93.124(b) unlawfully require or permit conformity determinations to be based on emissions budgets in SIPs that EPA has disapproved or not yet approved.

Applying *Chevron's* two-step inquiry, we take up each claim in turn. We begin by asking "whether Congress has directly spoken to the precise question at issue." *Chevron U.S.A. Inc. v. Natural Resources Defense Council, Inc.*, 467 U.S. 837, 842 (1984). If so, "that is the end of the matter; for the court, as well as the agency, must give effect to the unambiguously expressed intent of Congress." *Id.* at 842-43. However, if "the statute is silent or ambiguous with respect to the specific issue," we must defer to the Agency's construction of the statute as long as it is reasonable. *Id.* at 843.

II

We start with EDF's challenge to section 93.121(a)(1) of the regulations, which provides that an MPO or other recipient of federal funds may adopt or approve a regionally significant transportation project if "[t]he project was included in the first three years of the most recently conforming transportation plan and TIP (or the conformity determination's regional emissions analyses), even if conformity status is currently lapsed." 40 C.F.R. § 93.121(a)(1). Conformity status of a transportation plan or program lapses when more than three years pass without a new conformity determination by an MPO or the Department of Transportation. See 42 U.S.C. § 7506(c)(4); 40 C.F.R. § 93.104(b)(3), (c)(3). Under section 93.121(a)(1), local officials may approve a transportation project as long as it once appeared in a conforming plan and program, even if the plan and program no longer conform at the time of project approval. By authorizing this result, petitioner argues, section 93.121(a)(1) violates the Clean Air Act's requirement that projects "come[] from a conforming plan and program." 42 U.S.C. § 7506(c)(2)(C). We agree.

At the outset, we think it important to make clear that this dispute over the legality of section 93.121(a)(1) relates only to

approval of non-federally funded projects. The Agency's rule makes clear that local transportation projects receiving federal funds must satisfy a more stringent conformity requirement than section 93.121(a)(1). Federally funded projects may not proceed unless there exists "a currently conforming transportation plan and currently conforming TIP at the time of project approval." 40 C.F.R. § 93.114 (emphasis added). In other words, during a plan or program conformity lapse, an MPO may not find a federally funded project to be in conformity, and therefore that project may not go forward. The question

Non-Federal Funds

here is whether *non*-federally funded projects- defined as "projects which are funded or approved by a recipient of federal funds ... but which do not rely at all on any [federal] funding or approvals," 62 Fed. Reg. at 43,788- may attain conformity status in the absence of a currently conforming plan and program.

We begin with the text of the Clean Air Act. Under section 7506(c)(2)(C), an MPO may find a local transportation project to conform with an applicable SIP only if the project meets one of two requirements: Either it must "come[] from a conforming plan and program," *id.* § 7506(c)(2)(C)(i), or its "projected emissions..., when considered together with emissions projected for the conforming transportation plans and programs within the nonattainment area, [must] not cause such plans and programs to exceed the emission reduction projections and schedules assigned to such plans and programs in the applicable [SIP]," *id.* § 7506(c)(2)(D). Claiming that the requirement that a project "come from a conforming plan and program" is ambiguous, EPA insists that it has reasonably construed this requirement to permit project approval during a conformity lapse, as long as the project comes from the first three years of a once-conforming plan and program. This approach, EPA argues, strikes the proper balance between protecting air quality and avoiding disruption to the transportation planning process. According to petitioner, the statutory text leaves no ambiguity: A project that "comes from a conforming plan and program" means a project that comes from a currently conforming plan and program. Therefore, EDF argues, the statute prohibits ap-

approval of any projects, federally funded or not, during a conformity lapse.

(State or federally funded project)

See RTC ATTORNEY NOTICE

Giving these words their ordinary meaning, we interpret the phrase "comes from a conforming plan and program"-a phrase entirely in the present tense-to refer to projects that come from a currently conforming plan and program. But even were it possible to read the phrase, as EPA and our dissenting colleague do, to refer to projects that come from a previously conforming plan and program, we think this interpretation is foreclosed by Congress's use of the terms "conforming plan and program" in section 7506(c)(2)(D), by the general conformity criteria of section 7506(c)(1), and by the legislative history of the conformity requirements.

Section 7506(c)(2)(D) states that a project not included in a conforming plan and program may be found to conform only if its projected emissions "when considered together with emissions projected for the conforming transportation plans and programs within the nonattainment area," do not exceed the SIP emissions budget. 42 U.S.C. § 7506(c)(2)(D). This provision enables a project to attain conformity status "only if the regional plans and programs are in conformity at the time the project is reviewed." Clean Air Conference Report, 136 Cong. Rec. at 36,108 col.1. Indeed, in its 1996 notice of proposed rulemaking, which led to the Final Rule challenged here, EPA acknowledged that

[t]he option provided in section [7506](c)(2)(D) for new projects that were not previously included in a transportation plan/TIP or supporting regional emissions analysis to demonstrate conformity cannot apply during a transportation plan/TIP conformity lapse, because it requires a demonstration that "conforming transportation plans and TIPs" would still conform when the emissions of the new project are considered. Without a conforming transportation plan and TIP in place, this cannot be demonstrated.

was Vegas Valley would not when we was

61 Fed. Reg. 36,112, 36,120 col.2 (1996). We thus have no doubt that the word "conforming" in section 7506(c)(2)(D) means presently conforming. Since section 7506(c)(2)(D) pro-

vides an alternative means of demonstrating project conformity when a project does not "come from a conforming plan and program," it would be quite odd to read the word "conforming" in section 7506(c)(2)(C) to mean something different from what it means in section 7506(c)(2)(D).

Moreover, were we to read the word "conforming" the way EPA suggests, then there would be no assurance that projects approved under section 7506(c)(2)(C) would help eliminate, reduce, or prevent violations of national ambient air quality standards, as required by section 7506(c)(1). According to that provision, a "conforming" transportation project is one that will contribute to "eliminating or reducing the severity and number of violations of the [NAAQS] and achieving expeditious attainment of such standards," 42 U.S.C. § 7506(c)(1)(A), and that "will not-(i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of

any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area," *id.* § 7506(c)(1)(B). Though doubting the applicability of section 7506(c)(1) to projects approved under section 7506(c)(2), the dissent nevertheless concedes that section 7506(c)(2)(A) expressly incorporates the requirements of section 7506(c)(1)(B) and makes them applicable to projects approved under section 7506(c)(2). See Dissenting Opinion ("Dissenting Op.") at 7. Absent a currently conforming plan and program, there is no certainty that a regionally significant transportation project will satisfy any of the section 7506(c)(1)(B) conformity criteria. EPA's interpretation of section 7506(c)(2)(C) thus eviscerates the requirements of section 7506(c)(1)(B) and therefore also the requirements of section 7506(c)(2)(A), creating an untenable inconsistency not only between section 7506(c)(1) and section 7506(c)(2), but also within section 7506(c)(2) itself.

Our dissenting colleague accuses us of "embrac[ing] an argument" raised by petitioner "in two sentences of its 'Summary of Argument,' but not at all thereafter." Dissenting Op. at 4. With all due respect, we think the dissent unfairly

characterizes petitioner's brief. It is true that petitioner first sets forth this argument in the "Summary of Argument":

The rule ... undermines Congress' decision to ensure that long-term investment of resources in regional transportation systems contribute to 'eliminating or reducing the severity and number of [NAAQS violations]' (required by § 176(c)(1)(A)) by requiring re-assessment of the conformity of the planned regional transportation system every three-years [*sic*]. 42 U.S.C. § 7506(c)(4)(B)(ii). By allowing projects from a plan that no longer meets regional emission budgets to be approved, the rule allows elements of the non-conforming plan to be implemented which can interfere with progress toward attaining the NAAQS.

EDF Br. at 13 (alteration in original). But far from failing to mention this argument later in its brief, petitioner devotes three pages of its "Argument" section to developing the claim. See *id.* at 23-25. EDF opens this discussion by citing section 7506(c)(4)(B)(ii) for the proposition that "conformity determinations for a plan and/or program expire at least every three years by operation of law." *Id.* at 23. It then argues that "[t]he three-year limit on transportation plans and TIPs plays an important role by assuring that plans and TIPs continue to reflect the latest emission targets for a region," specifically mentioning emission reduction targets related to statutorily-prescribed ozone and carbon monoxide attainment goals. *Id.* at 24. "Without the obligation to renew conformity findings every 3 years," EDF concludes, "regions could continue implementing transportation systems designed to meet older emission targets no longer adequate to attain the NAAQS." *Id.* In addition to paraphrasing the claim first stated in the "Summary of Argument," which explicitly invokes section 7506(c)(1), this last sentence plainly manifests petitioner's belief that EPA's rule fails to ensure that transportation plans, programs, and projects will help "achieve expeditious attainment of [NAAQS]" and will not "delay timely attainment of any [NAAQS]," as section 7506(c)(1) requires. 42 U.S.C. § 7506(c)(1)(A), (c)(1)(B)(iii). We think that petitioner

has adequately challenged EPA's regulation under section 7506(c)(1).

The legislative history of the 1990 conformity requirements provides one final reason why we think the phrase "conforming plan and program" refers to currently conforming plans and programs. Congress imposed new conformity requirements in order to integrate transportation planning at the local level with attainment and maintenance of air quality standards at the state level. See Clean Air Conference Report, 136 Cong. Rec. at 13,106 col.1 (noting that the statute "will require transportation planning agencies to view their task as the development of a transportation system that meets ... both mobility needs and air quality objectives"). By requiring plans and programs to conform to applicable SIPs at the time of project approval, Congress sought to ensure that "transportation plans and programs [would] serve as part of the pollution control strategy for the metropolitan area." *Id.* To be sure, plans and programs could also serve this pollution control function, as EPA explains, by "account[ing] for and offset[ing] if necessary the emissions of any non-federal projects that are implemented during a conformity lapse." 62 Fed. Reg. at 43,790 col.1. But that approach would invite local decision-makers to

approve transportation projects while deferring development of pollution control strategies during conformity lapses, thereby subverting Congress's intent that the two processes—transportation planning and pollution control—occur simultaneously. See 136 Cong. Rec. at 36,107 col.2 (regional planning process should identify "the comprehensive transportation system for a metropolitan area" in the context of a "comprehensive consideration of alternatives ... and careful analysis of options that can contribute toward achieving the air quality objectives of the Clean Air Act").

The Conference Report also describes section 7506(c)(2)(D) as an "exception"—indeed, it is the only exception—to the general rule of section 7506(c)(2)(C). *Id.* at 36,108 col.1. Under section 7506(c)(2)(D), an excluded project may go forward only if its expected emissions, together with the expected emissions from currently conforming plans and

programs, do not exceed the emissions ceilings in the applicable SIP. As we indicated earlier, both Congress and EPA interpret the word "conforming" in this provision to mean currently conforming. See *supra* at 9. Section 7506(c)(2)(D) thus shows that Congress wanted no transportation projects to proceed without assurance that they would not undermine attainment or maintenance of current air quality standards. Directly contravening this mandate, the Agency's rule allows local officials to approve transportation projects included in plans and programs that previously conformed but presently do not. See 40 C.F.R. § 93.121(a)(1). Because the conformity status of such projects bears no relation to current air quality attainment or maintenance goals, their approval carries no guarantee that their emissions will neither violate current standards nor contribute to existing violations. Indeed, in the preamble to the 1997 Final Rule, EPA admits—without qualification and contrary to its position in this case—that "projects cannot be approved if the plan and TIP have lapsed." 62 Fed. Reg. at 43,797 cols.1-2.

EPA offers two additional justifications for its interpretation of section 7506(c)(2)(C). Neither survives scrutiny. First, the Agency points out that under a regulation effective since 1995, a certain category of transportation projects called transportation control measures ("TCMs") may proceed even in the absence of a currently conforming plan and program. See 40 C.F.R. § 93.114(b). According to the Agency, this exemption shows that section 7506(c)(2)(C) of the statute requires no currently conforming plan and program at the time of project approval. But we see no reason to extend the exemption for TCMs to ordinary transportation projects, since the former reduce pollution, see *id.* § 93.101, while the latter add to it. TCMs are "specifically identified and committed to in the applicable implementation plan," *id.*, and exempted from the requirements of section 7506(c)(2)(C) because, as the Agency explained in the preamble to the 1995 rule, "[b]y definition, a TCM in an approved SIP conforms to the SIP because it is contained in the SIP." 60 Fed. Reg. at 57,180 col.2. This rationale has no applicability to non-TCM

projects because such projects never appear in SIPs. See *id.* at 57,180 col.3.

Second, the Agency argues that although the statute requires plan and program conformity determinations at least once every three years, see 42 U.S.C. 7506(c)(4)(B)(ii), the statute contains no such requirement for project conformity determinations. Inferring from this that Congress intended project conformity to be determined not more than once, EPA maintains that a project included in a previously conforming plan and program retains its conformity status, even if conformity of that plan and program eventually lapses. We disagree. Although the statute suggests that Congress did not intend project conformity determinations to occur every three years, it does not follow that Congress intended project conformity determinations to occur only once. Based on our analysis above, we read the statute to require non-federally funded projects to follow the three-year conformity determination schedule applicable to transportation plans and programs up to the point of MPO approval. After MPO approval, non-federally funded projects need undergo no further conformity determinations.

In sum, the language and history of the statute's conformity requirements show that Congress intended transportation planning and air quality management to proceed in lock step. By allowing local approval of transportation projects in the absence of currently conforming plans and programs, the Agency's regulation undermines section 7506(c)(2)(C)'s criteria for demonstrating conformity of regionally significant transportation projects to state-level air quality standards. Finding clear congressional intent

and thus no need to proceed to *Chevron's* second step, we hold that section 93.121(a)(1) of the regulations violates the Clean Air Act.

III

Next, petitioner challenges section 93.102(c)(1) of the regulations, which provides that

[p]rojects subject to this subpart for which the NEPA process and a conformity determination have been com-

pleted by DOT may proceed toward implementation without further conformity determinations unless more than three years have elapsed since the most recent major step (NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; or approval of the plans, specifications and estimates) occurred.

40 C.F.R. § 93.102(c)(1). Known as the "grandfather" rule, this section reflects the Agency's view that "there should only be one point in the transportation planning process at which a project-level conformity determination is necessary." 62 Fed. Reg. at 43,783 col.2. According to petitioner, this regulation, like the one discussed above, violates section 7506(c)(2)(C) of the statute because it allows transportation projects to receive federal funding in the absence of a currently conforming plan and program. Again, we agree.

To understand how the "grandfather" rule works, consider the following hypothetical: In 1993, an MPO approves and adopts a regional highway project-for example, an urban beltway. At the time, the beltway is included in both a conforming plan and a conforming program. Three years later, in 1996, the conformity status of the plan and program lapses. In 1997, the MPO acquires a significant portion of the right-of-way for the beltway. Today, ready to start building, the MPO seeks funding from the Department of Transportation. EPA's "grandfather" rule would allow DOT to fund the beltway, since a "major step"-acquisition of right-of-way-occurred within the past three years. But section 7506(c)(2)(C)'s conformity requirement expressly prohibits DOT from "approv[ing], accept[ing], or fund[ing]" the beltway unless it "comes from a conforming plan and program." This means that no transportation project may receive federal funds in the absence of a currently conforming plan and program. See supra Part II. Therefore, to the extent that section 93.102(a)(1) of the regulations allows projects to receive federal funds during plan and program conformity lapses, it violates the Clean Air Act.

Defending its "grandfather" rule, EPA cites *Environmental Defense Fund, Inc. v. EPA, supra*. But that case sustained the "grandfather" rule only as a transition measure "to avoid immediate 'retroactive' implementation of the new [1990] conformity requirement which would impose a substantial and unforeseen burden on federal projects that had already satisfied existing federal requirements [i.e., NEPA review]." 82 F.3d at 456. Nothing in that decision supports what the Agency has done here-forever exempting a project from further conformity determinations where the project's most recent conformity determination occurred more than three years ago and where a "major step" occurred within the past three years.

While invalidating section 93.102(a)(1) with respect to federally funded projects, we note that the statute does not preclude the "grandfather" clause from applying to non-federally funded projects. Although section 7506(c)(2)(C) of the statute prohibits MPO or DOT approval of non-federally funded projects during a plan and program conformity lapse, it nowhere prohibits implementation of such projects as long as their approval occurred prior to the conformity lapse.

IV

We turn finally to petitioner's challenge to those sections of the regulations that permit or require plan, program, and project conformity to be based on motor vehicle emissions budgets in SIP revisions that a state has submitted to EPA, but that EPA has not yet approved or has disapproved. See 40 C.F.R. §§ 93.118(e)(1), 93.120(a)(2), 93.124(b). Under these regulations, if EPA disapproves a submitted SIP revi-

refer to US 95 does not think though non-federally funded highway must be licensed at least by the Federal Government

sion without a "protective finding"-i.e., a determination that the submission "contains adopted control measures or written commitments to adopt enforceable control measures that fully satisfy the [relevant statutory] emissions reductions requirements," *id.* § 93.101-then "[d]uring the first 120 days following [such] disapproval... transportation plan, TIP, and project conformity determinations shall be made using the motor vehicle emissions budget(s) in the disapproved control strate-

gy implementation plan." *Id.* § 93.120(a)(2). Emissions budgets contained in a submitted SIP revision also guide conformity determinations when EPA makes no finding within 45 days of submission regarding the adequacy of the budgets. *See id.* § 93.118(e)(1); *see also id.* § 93.124(b) (allowing conformity to be based on submitted but not-yet-approved SIP revisions). Submitted budgets, however, do not supersede emissions budgets in an approved SIP for the years covered by the SIP. *See id.* § 93.118(e)(1).

Conceding that the Clean Air Act generally requires conformity to be evaluated against approved SIPs, the Agency argues that these regulations represent reasonable responses to statutory silence as to how conformity should be determined when no approved SIP exists or when the approved SIP contains no adequate motor vehicle emissions budget. We disagree. Although the statute nowhere explicitly dictates how conformity should be determined under the circumstances EPA describes, any attempt by the Agency to fill these gaps must satisfy section 7506(c)(1)(B)'s generally applicable conformity requirements. Where EPA disapproves a SIP revision without a protective finding, i.e., without determining that it contains adequate measures to reduce emissions to statutorily required levels, *see* 40 C.F.R. § 93.120(a)(2), or where EPA fails to determine the adequacy of motor vehicle emissions budgets in a SIP revision within 45 days of submission, *see id.* § 93.118(e)(1), there is no reason to believe that transportation plans and programs conforming to the submitted budgets "will not-(i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard..." 42 U.S.C. § 7506(c)(1)(B). Indeed, nothing in the regulations requires MPOs to show that an area's projected emissions would be lower if plans and programs conforming to a submitted budget were implemented than if they were not. *See* 62 Fed. Reg. at 43,781 col.2 (noting that submitted budgets replaced "build/no-build test" as measure of conformity under Final Rule). Even if it were true that section 93.118(e) gives states an incentive to file emissions

budgets conforming to law, *see* Dissenting Op. at 10, the regulation would still violate the statute by allowing conformity determinations to take effect where federal agencies and MPOs have not discharged their "affirmative responsibility" to provide an "assurance of conformity." 42 U.S.C. § 7506(c)(1). To be sure, section 93.118(e)(6) of the regulations provides that "the MPO and DOT's conformity determinations [based on unapproved or disapproved SIPs] will be deemed to be a statement that the MPO and DOT are not aware of any information that would indicate that emissions consistent with the motor vehicle emissions budget" would violate section 7506(c)(1)(B)'s conformity criteria. But how can an MPO or DOT satisfy its "affirmative responsibility" to provide an "assurance of conformity" through a "deemed" statement indicating mere ignorance of non-conformity? For these reasons, we grant petitioner's request that we remand sections 93.118(e)(1) and 93.120(a)(2) to EPA for further rulemaking to harmonize these regulations with section 7506(c)(1)'s conformity requirements.

Section 93.124(b) is also inconsistent with the Clean Air Act, but for a different reason. That provision reads:

If an applicable implementation plan submitted before November 24, 1993, demonstrates that emissions from all sources will be less than the total emissions that would be consistent with attainment and quantifies that "safety margin," the State may submit an implementation plan revision which assigns some or all of this safety margin to highway and transit mobile sources for the purposes of conformity. Such [a SIP] revision ... may be used for the purposes of transportation conformity before it is approved by EPA.

Id. § 93.124(b). Unlike sections 93.118(e)(1) and 93.120(a)(2), which apply when there is no applicable SIP or no SIP with an applicable emissions budget, section 93.124(b) applies when there is an applicable SIP-i.e., it does not purport to fill a statutory gap. While it may be true that plans and programs

conforming to a SIP revision under section 93.124(b) "will not

cause, worsen, or prolong violations of air quality standards," Dissenting Op. at 13, the statute nevertheless requires conformity determinations to be based on a SIP "approved or promulgated under section 7410 of this title" where such a SIP exists. 42 U.S.C. § 7506(c)(1); see also *id.* § 7506(c)(2) (requiring transportation plans, programs, and projects "to conform to any applicable implementation plan in effect under this chapter"). Indeed, EPA itself has said that it "does not believe that it is legal to allow a submitted SIP to supersede an approved SIP for years addressed by the approved SIP." 62 Fed. Reg. at 43,783 col.3; see also 40 C.F.R. § 93.118(e)(1). Because section 93.124(b) would allow a submitted but unap- proved SIP revision to supersede an approved SIP, it violates the Clean Air Act.

V

Our dissenting colleague charges that our conclusions today frustrate EPA's goal of allowing greater flexibility in the conformity determination process. See Dissenting Op. at 1. Whatever the Agency's policy goals, our job is to interpret the statute. Here, the statute imposes an elaborate array of requirements that, according to the dissent, amount to "a congressional effort to micromanage local transportation planning." *Id.* at 1. If this legislative scheme is too onerous, it is up to Congress to provide relief, not this court.

We grant EDF's petition for review and hold that sections 93.121(a)(1) and 93.102(c)(1) of EPA's regulations are unlawful because they depart from the criteria for demonstrating project conformity established in section 7506(c)(2)(C) of the Clean Air Act. In addition, we remand sections 93.118(e)(1) and 93.120(a)(2) of the regulations for the Agency to align these regulations with the general conformity criteria of section 7506(c)(1)(B). Finally, we hold that section 93.124(b) of the regulations violates section 7506(c)(1)-(2) of the Act by allowing a submitted SIP revision to supersede an approved or applicable SIP.

So ordered.

Williams, *Circuit Judge*, dissenting: The 1990 conformity amendments to the Clean Air Act ("CAA") were intended to harmonize the transportation planning process for polluted metropolitan areas with air quality plans (technically, "state implementation plans" or "SIPs") established by state authorities. In particular, the conformity amendments prohibit certain transportation activities from going forward unless relevant entities have determined that the activities are "in conformity"—that is, that they meet certain criteria relating to air quality. The Act's conformity requirements are astonishingly confusing, and could if interpreted as stringently as possible seriously disrupt state and local transportation planning. That would "frustrate the process of state and federal cooperation and the integrated planning that section 176(c)(1) was created to foster." *EDF v. EPA*, 82 F.3d 451, 468 (D.C. Cir. 1996). The EPA attempted in this rule to reduce disruption and make the conformity determination process "more logical and feasible" 62 Fed. Reg. 43,780, 43,781 (1997), by allowing greater flexibility than it had permitted in its 1993 conformity regulations. See 62 Fed. Reg. at 43,780. In accepting all the petitioners' challenges to the rule, the majority undoes much of what EPA intended to accomplish. Although I believe there are three respects in which the EPA has not adequately explained itself, I cannot find it guilty of the thoroughgoing misunderstanding of the statute that leads the majority to find for EDF on every issue. Accordingly, I dissent.

Of course when a congressional effort to micromanage local transportation planning in as much detail as this statute is followed by a judicial decision that the agency must put states and localities in an even tighter straightjacket, one may feel that Congress asked for it. But one cannot say the same for the hapless citizens who must live with the results.

I. Local approval of nonfederal projects not from currently conforming plan and program

The first regulation the majority strikes down is 40 CFR § 93.121(a)(1). It allows certain nonfederal entities to adopt or approve projects contained in the first three years of a

Attach. 7

May 10, 1999

Barbara Roth
Affiliation - unknown
112 Temple Drive
Las Vegas, Nevada 89107

Barbara,

For your own sake . you need to show some courtesy in your requests . A little bit of respect will get you what you need.

- 1) Clark County, Nevada , incorporating Las Vegas Valley and other municipalities were designated for non-attainment for Carbon Monoxide about twenty years ago. In June 17, 1997 we were reclassified or bumped up to "serious" non-attainment for CO.
- 2) In the mid February 1993, Clark County was classified for "serious" non-attainment for PM10.
- 3) On a scale of 1 to 10 where will Clark County fall in ? Possibly around 5 for NOX.



US 95 MAJOR INVESTMENT STUDY COMMENT FORM

Please identify which of the Short Term Alternatives you would support or oppose.

Support Oppose

US 95

Install a Freeway Management System on US 95.

Support Oppose

Transportation Demand Management

Incentives to commuters (financial incentives, guaranteed ride home, carpool/vanpool subsidies, raffles).

Support Oppose

Arterial Street Improvements

Please specify arterial projects you support or oppose below.

Support Oppose

New Arterial Street Connections

Martin Luther King to Industrial Road Connector.

Support Oppose

Rancho to Alta Connector Including widening Alta to 6-lanes from Rancho to Martin Luther King.

Comments on Short Term Alternatives:

Please identify which of the Intermediate Term Alternatives you would support or oppose.

Support Oppose

US 95

Extend US 95 north from Craig Road to the Beltway.

Support Oppose

Transit

Enhanced CAT bus service.

Support Oppose

Transportation Demand Management

Develop transit hubs at UMC/Valley Hospital - Meadows Mall.

Support Oppose

Establish bus only lanes on major arterials.

Support Oppose

Arterial Street Improvements

Please specify arterial projects you support or oppose below.

Comments on Intermediate Term Alternatives:

Please identify which of the Long Term Alternatives you would support or oppose.

- Support Oppose US 95
Widen US 95 to up to 10-lanes.
- Support Oppose Double deck US 95. — NOT DROPPED TH-15
- Support Oppose New Super Arterial Corridor
Rainbow Boulevard/Desert Inn Road Super Arterial.
SURFACE STREETS AT PRESENT
- Support Oppose Transit
Extend proposed Resort Corridor fixed guiderail system into the Northwest.
- Support Oppose Transportation Demand Management
Construct HOV lanes.

Comments on Long Term Alternatives:

Please identify which of the following Long Term Alternatives you feel would best serve the transportation needs of the northwest region. (Choose only one)

- Improving US 95 Constructing a Rainbow/Desert Inn Super Arterial
- Expanded bus service A fixed guiderail (monorail) system

If US 95 were improved, should it be widened or double-decked between Rainbow Boulevard and I-15? (Choose only one)

- Widened to 10 lanes
- Double Decked

If a fixed guiderail system were constructed, which alignment(s) would you prefer? (Check as many that apply)

- Alignment 1 Alignment 3
- Alignment 1A Alignment 3A
- Alignment 1B Alignment 3B
- Alignment 2 Alignment 3C

If convenient, I would use a monorail system: (check as many that apply.)

- to go to the airport to go to work
- to go downtown to visit the Strip Area (gaming, meals, recreation, etc.)

Comments on a monorail system and the proposed alignments:

Laas Vegas Sun Editorial, also letters to editor (examples of community aversion to project). These are samples among others not attached. It is said by Las Vegari's: (1) "What Good will ten lanes for five miles do?" (2) "Why should older residents lose homes so newcomers can get to work twenty minutes faster a second time, because they are vulnerable?" (3) "Established residents should not have to sacrifice so politicians can please builders who give to politicians to spent for re-election?"

1. Kc
Against project - for w/c

FOUNDER: HANK GREENSPUN (1909-1989)

LAS VEGAS SUN

BARBARA GREENSPUN
Publisher

DANIEL GREENSPUN
Vice President

TRAFFIC PLANNING

City paints itself into a corner

THE political backlash over widening U.S. 95 is a good example of how government can paint itself into a corner.

A lack of transportation planning has forced the Las Vegas City Council to sacrifice parts of older neighborhoods to serve residents in new ones.

Such sacrifices come with a price.irate citizens along the northwest freeway are protesting the widening of the road from six to 10 lanes, a proposal the council approved in January.

Charleston Heights residents feel betrayed by the action which will destroy 175 homes, 115 apartments and 21 business.

Those lucky enough to escape the bulldozer will suffer increased noise and pollution and possible loss in property values.

The residents held a rally last week and placed signs on the roofs of their homes protesting the widening. Sue Brna, the former head of the neighborhood association, decided to run for City Council, after she lost her battle with the council.

Brna will help bring the issue into the political arena, and well she should. Residents of older neighborhoods feel threatened by infrastructure improvements to handle the population boom.

The problem isn't just U.S. 95, but worsening traffic congestion on nearly all major surface streets. At rush hour it's difficult to go anywhere in a reasonable length of time.

And traffic jams often spill into residential areas. Many neighborhoods are seeking speed bumps to deter high-speed commuters. Other tracts have shut off access to arterial streets.

The widening of U.S. 95 is symptomatic of abysmal municipal planning.

Local governments approve subdivisions with scarcely a nod to traffic implications. The same week the council voted to widen U.S. 95, it also approved a 20,000-home subdivision near West Charleston Boulevard, which will pose enormous problems.

One wonders what other neighborhoods might have to be razed in the future. Government road planners are falling further behind in the game of catch-up.

A beltway is planned on the western side of the city, which will take some of the congestion off U.S. 95.

But, by the time that's complete, another freeway likely will be needed.

Residents of newer neighborhoods may, in 20 years or so, find their homes the next target of highway improvement.

Why was that such a surprise to City Hall? Did someone forget that new houses and apartments would bring more cars?

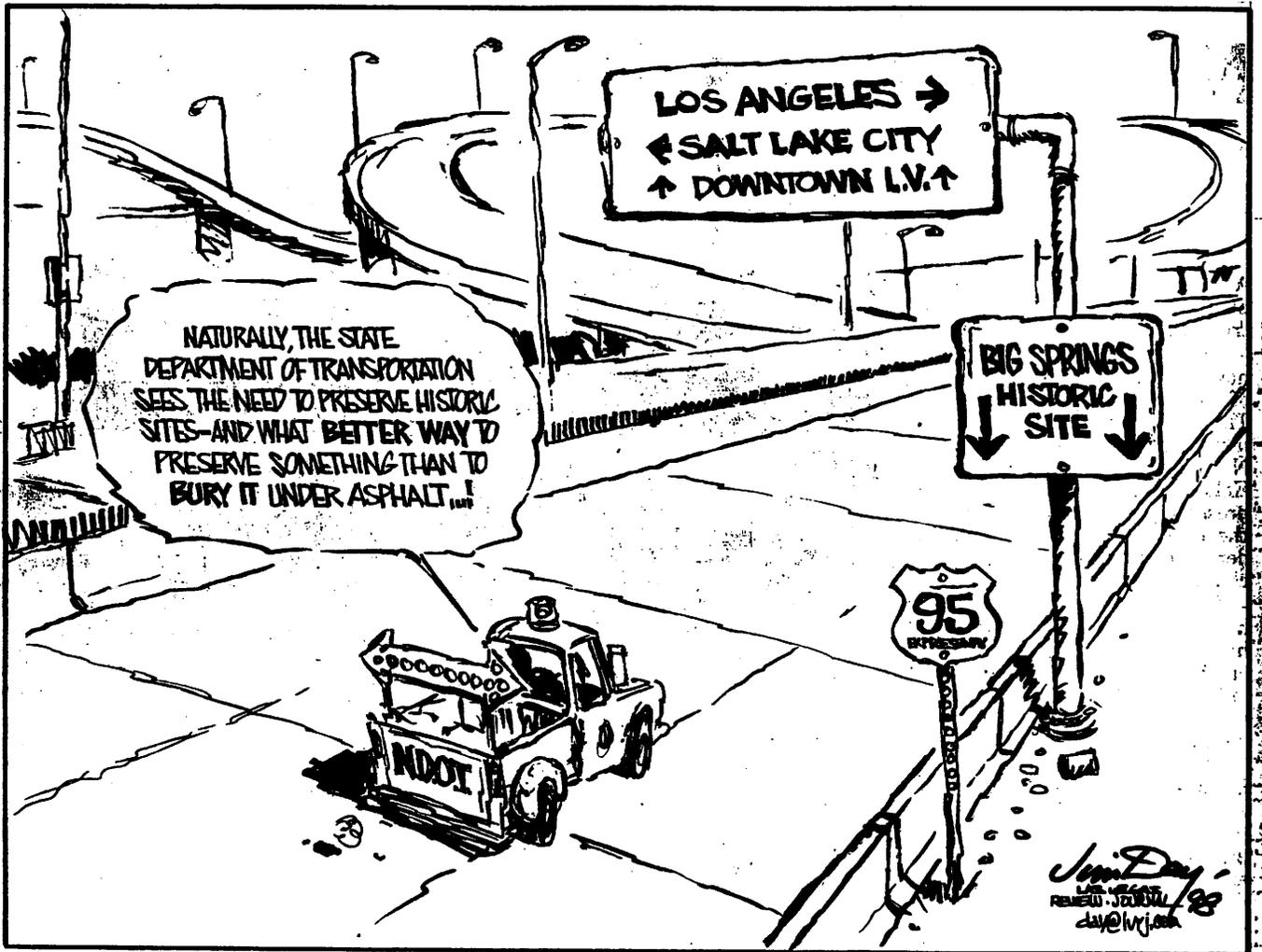
And now, how can the city extricate itself from this mess without alienating more older residents?

F
t
ii
s
nc
re

Attachments, 12, 13, 14:

Information on Big Springs on Register of U.S. Historical Places, wildlife, endangered bearpaw poppy which additional air pollution could kill, also, previous civilizations near Big Springs (Las Vegas Valley Water District) now buried ruins that would be entombed by the US 95 ten lane widened segment project, as the area is believed to extend under and beyond highway in all directions. Man is thought to have used these Springs for 7000 years. There are also western pioneer and Piate ruins. This, and a park (across US 95 from Water District) "where quiet is an attribute" with a pond migrating ducks winter on, ballfields and an amphitheater (Sammy Davis Plaza--not identified as as amphitheater in the US 95 DEIS. (Nor was the wintering water bird pond, nor ballfields). These two are easily 4(f) resources by which noisy, vibrating highways are by Statute not to be built if there is another route. With four school playgrounds (open to public after school hours) and two other smaller parks, one of which will mostly be wiped out by the Widening, a total of potentially eight (8) 4(f) resources (42 U.S.C. 303), 23 CFR 771.135) are affected by noise and vibration. This route should not have been chosen for widening. The six lane highway would probably not have been allowed had Present Environmental laws been in place in the late 1960s when this was planned.

a



13
ATTACH

ATTACH J

State office: Alter U.S. 95 widening

By Mary Manning
LAS VEGAS SUN

Citing the need to preserve historical and archaeological evidence at Big Springs, the former site of Las Vegas artesian waters, a state agency has asked for an alternative route for the widening of U.S. 95.

The Nevada Historic Preservation Office has asked the Federal Highway Administration for more information on plans to excavate the site in the Las Vegas Valley Water District well field, which is bounded by Valley View Boulevard on the west, Alta Drive on the south and U.S. 95 on the north.

Ancient sites and living things such as endangered bear paw poppy should be pre-

SEE HIGHWAY, 10A

From
Las Vegas
Sun
Newspaper

NOV. 1997

(DATE
UNKNOWN)

II Highway

CONTINUED FROM 1A

served, Alice Baldrice, deputy state historic preservation officer, wrote to the FHA Oct. 20.

Baldrice placed the responsibility for protecting the historic site squarely on the FHA. She said a comprehensive federal review had been overlooked by the FHA.

The state agency also wants a report on Indian tribes in the area before the ground is disturbed.

"Our job here is to review any federal undertaking to see if they ensure compliance with the National Preservation Act," said Eugene Hattori, an archaeologist with the historic preservation agency.

Big Springs was listed on the National Register of Historic Places in 1978 after pottery, arrowheads and milling stones dating back 7,000 years were discovered.

Although the FHA has not made a formal reply, it does plan to address the state's concerns, Hattori said.

What's at stake are lush stands of cottonwoods and streams of grass along U.S. 95 shrinking along with the groundwater and evidence of ancient humans at the site.

The threat to the 180-acre site is the Nevada Department of Transportation's plans.

The Las Vegas Valley Water District and concerned citizens have urged NDOT to spare the

springs as a preserve and educational site. That would shift the highway expansion to the north, where 62 homes are in jeopardy.

The proposed Mojave Desert Preserve has approval from the Las Vegas Valley Water District board.

Surveys at the site continue through UNLV's Harry Reid Center for Environmental Studies, said senior archaeologist Gregory Seymour, who will develop a cultural resource plan of the site for the Las Vegas Valley Water District.

Kim Zukosky, an environmental planner with the Southern Nevada Water Authority's resources department, said there are active areas needing protection as well.

"We're concerned about the facilities, as well," Zukosky said, noting the well fields still work supplying water.

About 25 existing wells could be lost in the water district's well field if the highway is expanded to the south.

A 60-inch pipeline just completed along Valley View Boulevard will have to be moved if the highway expands too close, she said. This is in addition to ancient remains on the site.

People from the Pinto or Gypsum cultures could have dipped into the springs before A.D. 500, according to UNLV anthropology Professor Emeritus Claude Warren.

Much more archaeological work needs to be done, Warren said.

Hope springs eternal for historic landmark

□ A coalition is creating a preserve to protect a little-known piece of Las Vegas history from development.

By Shaun McKinnon
Review-Journal

Stuck in rush-hour traffic on U.S. Highway 95, dodging another minivan on the Decatur Boulevard exit, most Las Vegans probably don't realize how close they are to history.

There it is, though, 180 acres tucked in between the highway, Valley View Boulevard and Alta Drive, a patch of undeveloped desert where the careful, the patient, the curious can find remnants of Nevada's past.

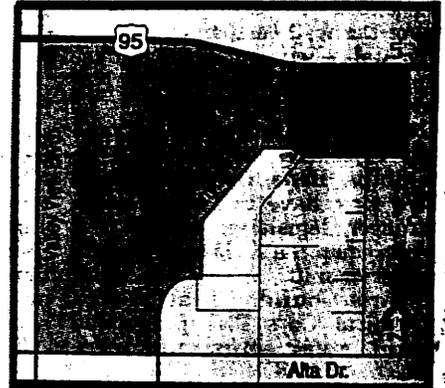
"Without that place, you wouldn't have a Las Vegas," said Elizabeth Warren, a Southern Nevada historian who has worked more than 25 years to protect the L-shaped tract, listed on the National Register of Historic Places as the Big Springs Archaeological District.

Preserving such a potentially valuable plot of ground in the middle of America's fastest-growing city isn't easy these days. Highway planners are eyeing a corner of it to widen U.S. 95, and its most ardent champions struggle more each day to find support among the increasing number of new residents.

But Warren and others believe Big Springs should not be allowed to crumble away like other pieces of Las Vegas history. They've banded together as the Friends of Big Springs and, with the Las Vegas Valley Water District, the site's owner, are creating the Mojave Desert Preserve to manage the natural and cultural resources.

"I think people are looking for the kind of thing that we know Big Springs can offer," Warren said. "We need to understand a lot of this if we're

Mojave Desert Preserve



Review-Journal

going to live there."

Warren is hardly exaggerating when she says without Big Springs, there would be no Las Vegas. Archaeologists have traced evidence of settlements in the area to 500 A.D. and perhaps even earlier.

The continent's early inhabitants built homes around what then must have been a rare natural water source. The Pueblos settled there later, then the Paiutes, and 19th century explorers used it as a stop along the trail west.

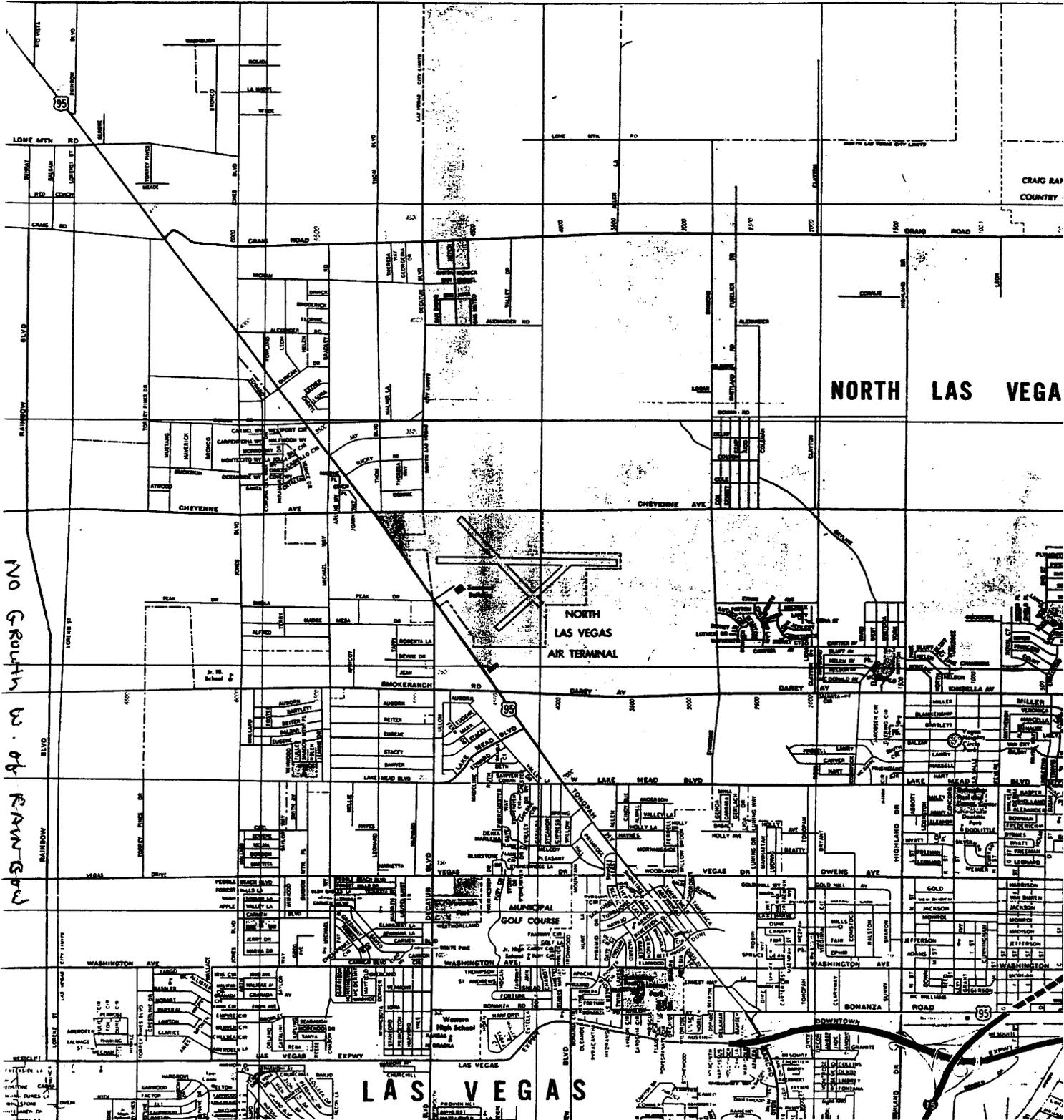
The valley's first Mormon settlers used the water for cattle, and by the 1860s, the first ranch had been established, the beginnings of modern Las Vegas.

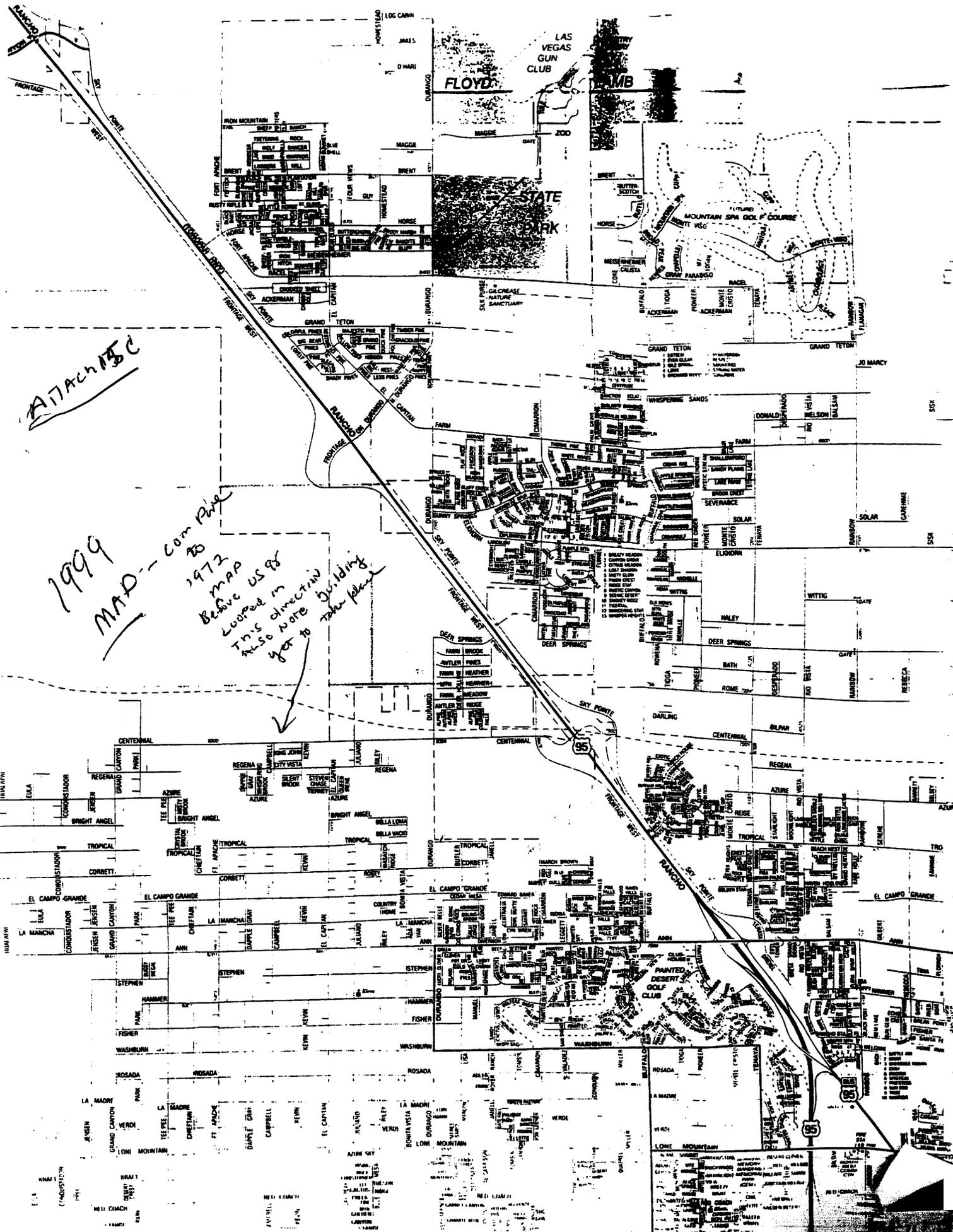
It remains the site of a working well, owned by the water district, which has not only prevented development on the site but helped with its preservation.

ATTACH 15 B

1972 MAP

ATTACH 15





ATTACH B C

*1999
MAP - Com Plan
to
1972
MAP
Before US 95
Looped in
This direction
Also note building
for to the place*



FLOYD

LAS VEGAS GUN CLUB

STATE PARK

MB

MOUNTAIN SPA GOLF COURSE

GRAND TETON

JO MARCY

SOLAR

WITING

DEER SPRINGS

REGENA

RESE

EL CAMPO GRANDE

STEPHEN

ROSADA

LA MADRE

VERDE

LONE MOUNTAIN

SR 95

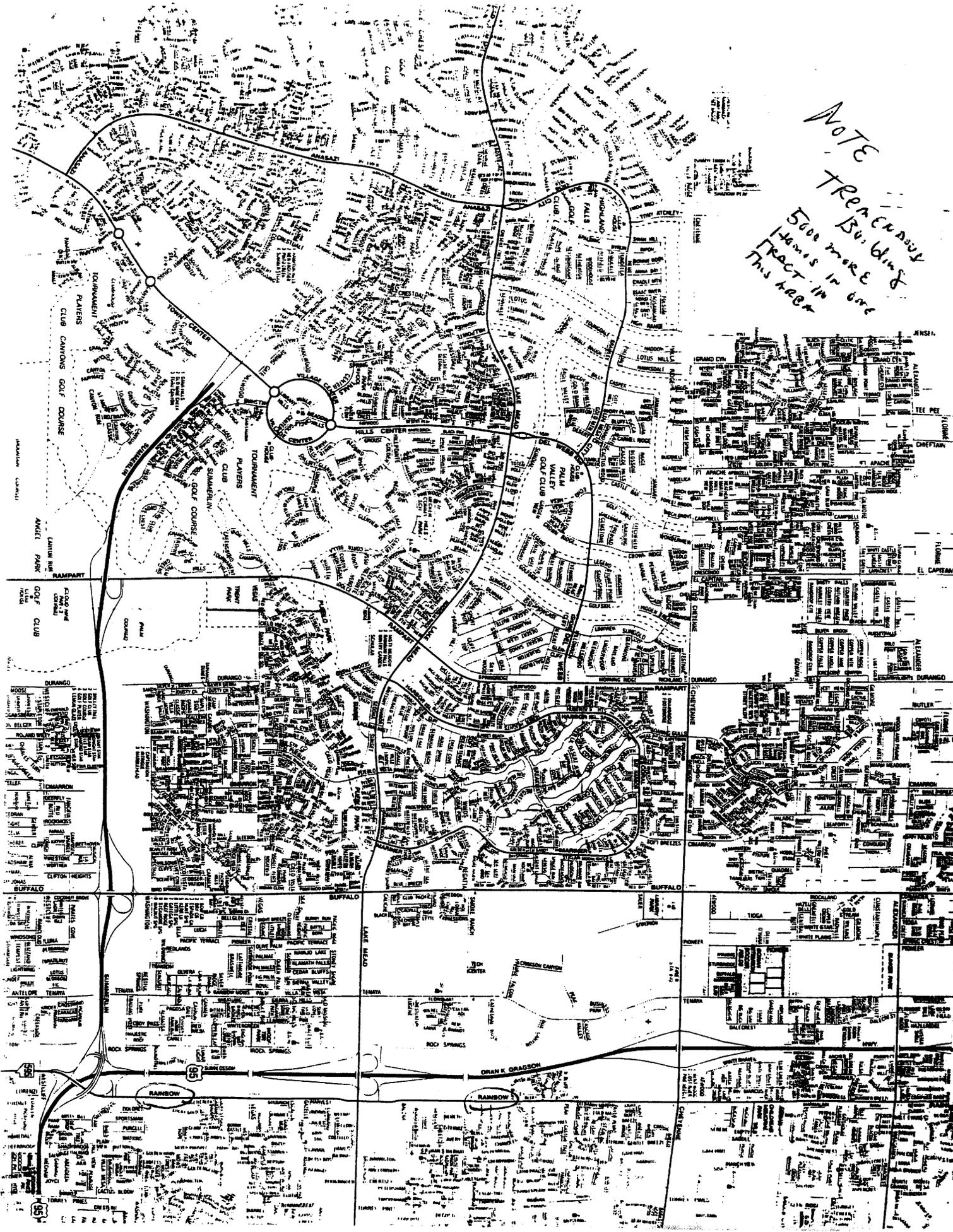
SR 161

SR 161

SR 161

SR 161

NOTE
Trenching
Buildings
500 more
Houses in one
TRACT in one
This year



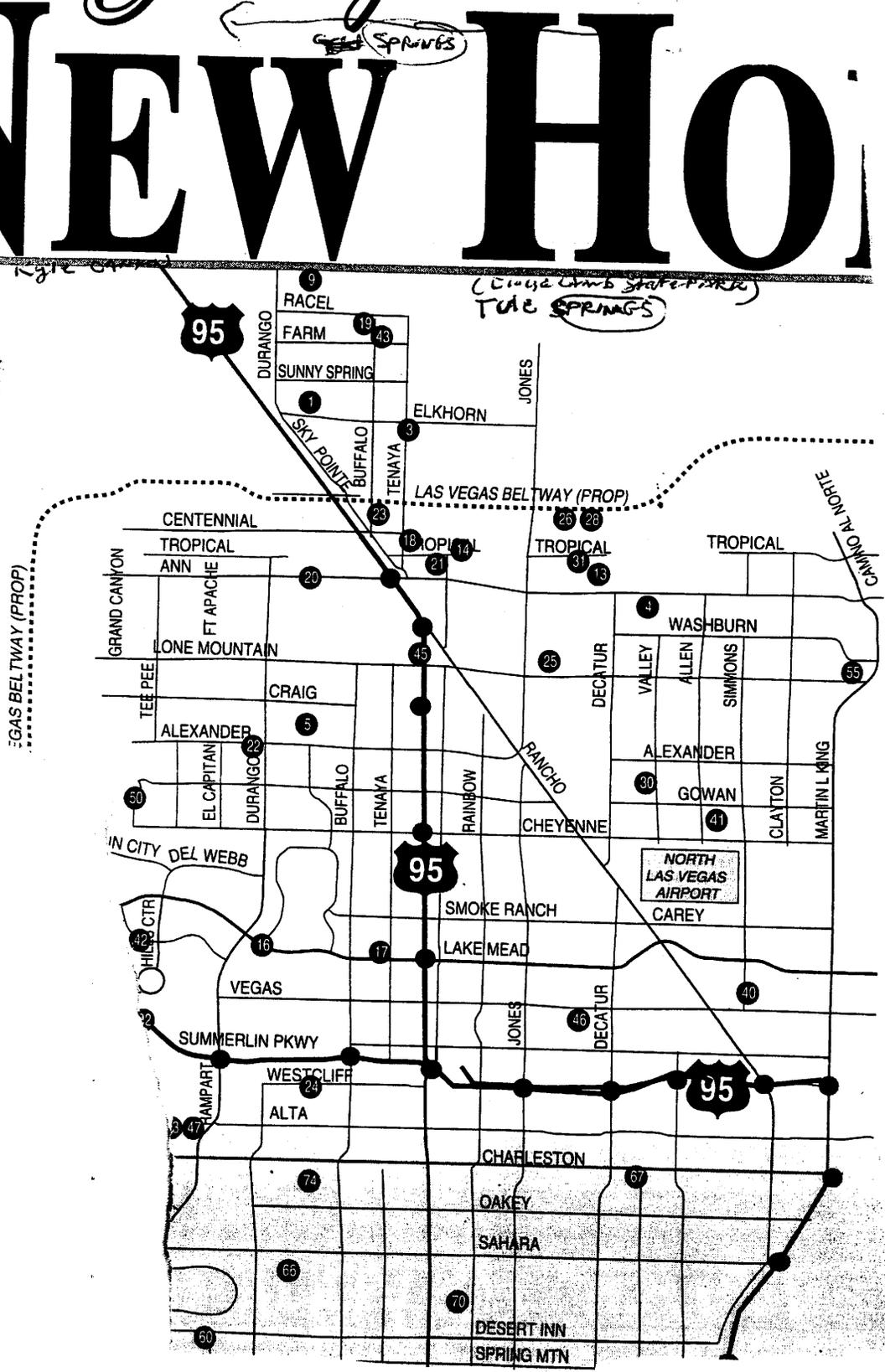
Attachment 17

Housing unit (development map). 50% of the unbridled growth of the Vegas Valley is in Northwest. Near each dot for subdivisions on map and/or further North, more building is planned or taking place and will happen several times over before US 95 is Widened to TEN Lanes for FIVE miles. Map does not show all condos nor apartments. In the approximately ten years this highway is being built every dot on the map will be matched near or North several times over with yet more development. Is there any doubt this ten lanes will be congested "as soon as it opens"? The quote is from Ward 1 Las Vegas City Councilman "Mike" McDonald, Councilman who voted against it and in whose ward this ten lane widening traverses. Ten lanes (instead of six) of air pollution from congestion to add to the already serious nonattainment of this valley. The monitors that record the worst readings are downhill from this ten lane widening. Also note that one housing division alone is around 5000 houses.

Additional Attachments

Your guide to NEW HO

NW



JAMES M. SHADLAUS

2408 WINDJAMMER WAY
LAS VEGAS, NEVADA

Phone 702-877-1501
Fax 702-877-1871

May 15, 1999

NDOT
US 95 Project Office
PO Box 170
Las Vegas, NV 89125-0170

Dear Sirs or Madam:

I am responding regarding comments on the expansion of I-95 and specifically the use of sound walls. I live approximately one-half mile from the freeway and can here the cars as they traverse the freeway. I can imagine the sound disturbance that must be evident closer than my home. I am in favor of putting sound barriers on I-95 between Valley View and the Spaghetti Bowl. This will be important to insure a quiet atmosphere. This is certainly more important than blocking a view. This comment is shared by most of my neighbors.

Sincerely,



James M. Shadlaus

RECEIVED
MAY 18 1999

Encl 1.0. CMR

21595 Project Office - DR
Rec'd 5/18/99
10:45 AM
Transmitted to Mr. [unclear]
[unclear]

JONES VARGAS

ATTORNEYS AT LAW
THIRD FLOOR SOUTH
3773 HOWARD HUGHES PARKWAY
LAS VEGAS, NEVADA 89109-0949

TELEPHONE
(702) 734-2220

TELECOPIER
(702) 737-7705

CLIFFORD A. JONES (Retired)
GEORGE L. VARGAS (1909 - 1985)
JOHN C. BARTLETT (1910 - 1982)
LOUIS MEAD DIXON (1919 - 1993)
GARY T. FOREMASTER (1953 - 1998)

HERBERT M. JONES
L. M. C. LINDSEY
JOSEPH W. BROWN
ALBERT P. PAGNI
JOHN P. SANDE III
WILLIAM J. RAGGIO
BOB MILLER
GARY R. GOODHEART
MICHAEL E. BUCKLEY
DOUGLAS G. CROSBY
RICHARD F. POST
JANET L. CHUBB
DOUGLAS M. COHEN

KIRK B. LENHARD
KEVIN R. STOLWORTHY
STEPHEN M. RICE
ANTHONY C. GORDON
GREG L. JENSEN
JODI R. GOODHEART
PAUL A. LEMCKE
PHILIP M. BALLIF
RENEE R. REUTHER
MICHAEL P. LINDELL
MICHAEL G. ALONSO
ERIC W. LERUDE

KRIST BALLARD
MELISSA P. BARNARD
BRIAN P. CLARK
MICHAEL T. EGAN
DAVID P. ELDAN
EDWARD M. GARCIA
DAWN R. HINMAN
CARLA R. JONES
P. DOUGLAS LURDZIEL
JANIECE S. MARSHALL
KARL L. NIELSON
DENNIS L. OLSON
MICHAEL A. T. PAGNI

PATRICK A. ROSE
TONY F. SANCHEZ III
SCOTT M. SCHOENWALD
PATRICK J. SHEEHAN
DIANA L. SULLIVAN
ERIC W. SWANIS
SANDRA D. TURNER
STACEY A. UPSON
TROY A. WALLIN
GORDON H. WARREN
CAROL L. WETZEL
ANNE J. WILLIAMS
*Licensed in Maryland Only

July 7, 1999

Writer's Direct Line
(702) 862-3320
E-mail Address
djs@jonesvargas.com

Mr. Daryl James via facsimile 773/888-7604
NDOT
1263 Stewart Street
Carson City NV 89712

Gen Kanow via facsimile 775/888-7322
1263 S. Stewart Avenue
Carson City NV 89722

**RE: U.S. 95 Highway Expansion -
Affected property: 1905 1821, 1829 and 1785 W. Bonanza Road**

Gentlemen:

I have been retained by Expert Air Conditioning, Ahern Family Partnership and Las Vegas Truck and Equipment Sales regarding their opposition to your agency's present proposed alignment for U.S. 95 between Martin Luther King and Rancho exits. Their objection is with the northern boundary alignment affecting their properties. Directly below their properties is a large area of present right of way that is not being utilized according to the engineer's drawings.

We would ask you to investigate this area of the widening project and change the plan to use the present right of way on the south side and consider taking additional property on the south side of the freeway. Also a tightening of the northern curve would lessen the intrusion to the northern boundary leading up to the I-15 interchange.

We feel these changes would greatly enhance the remaining usable area for the businesses affected by the highway intrusion.

RENO OFFICE

100 WEST LIBERTY STREET 12TH FLOOR RENO, NEVADA 89501 TELEPHONE (775) 786-5000 TELECOPIER (775) 786-1177

Mr. Daryl James
Gen Kanow
Juv 7, 1999
Page 2

Your reconsideration of the present alignment to incorporate the changes outlined above would be greatly appreciated, and we would be happy to meet with you or your staff to further explain our proposed changes.

Very truly yours,



PATRICK J. SHEEHAN

PJS:lk

cc: Mr. Don Ahern
Mr. Phillip Bozeman

6-14-99

Subject: I 95 Expansion

Gentlemen,

Please see the attached drawing. I don't think you have to be a rocket scientist to figure it out. The bottom line is, you can make I 95 as big as you want but until you enlarge the opening or dumping area, what good is it? I think your designers are probably very nice people, but I think its time to dump the computers and graphics and go back to use good old common sense.

Also, why are your "improvements" so late, after the growth/fact. I'm sure you people live in Vegas or do they live somewhere else, like Reno or Carson City? Can't you see the tremendous growth? Its not stopping. You need to get out and drive around. Or can't you get anywhere because of the traffic?

Sincerely,

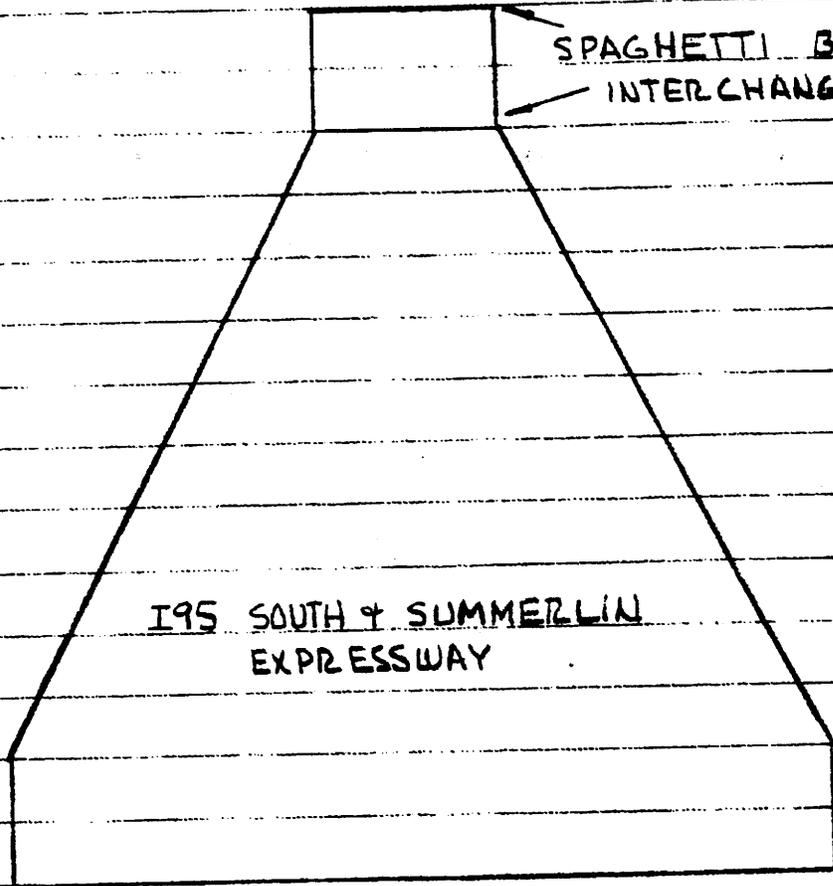
R. Duane Linder

(21 yr. resident)

Pl. Who am I? No one really, just a voice in America.

8605 Maketa Ct

CU 89117



THE PROPOSED "FUNNEL"

1931 Fair Avenue
Las Vegas, Nevada 89106
June 9, 1999

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

Dear Mr. James:

I am a resident of Bonanza Village as well as the secretary of the Bonanza Village Homeowners Association. Our Association is a compilation of the residents within the boundaries of Bonanza Village (which is bordered to the south by Washington Avenue, to the north by Vegas Drive, to the east by Martin Luther King Boulevard and to the west by Tonopah Avenue) as well as neighbors from the surrounding area. We have formed a coalition to address the needs and concerns of the residents in our area.

Our community has been concerned about the widening of Martin Luther King Boulevard for some time. Although we have heard rumor of the widening for more than two years, this is the first official forum that we have addressed with our concerns.

The Environmental Impact Study prepared by the State of Nevada expresses concern that taking land from the minority businesses to the east of Martin Luther King, between Vegas Drive and Washington Avenue, would be detrimental to the survival of these businesses. The resident of Bonanza Village fully agree with this assessment. It is my understanding that the residents of Bonanza Village whose property borders on the west side of Martin Luther King Boulevard are willing to allow the taking of the proposed 20 to 25 feet of land in exchange for just financial compensation. However, we feel it only equitable that the widening project include construction of a sound barrier wall as further mitigation and noise abatement. We look to other projects as precedent for similar mitigation, specifically, the widening of Lake Mead Boulevard in North Las Vegas from Eastern Avenue east to Pecos Road.

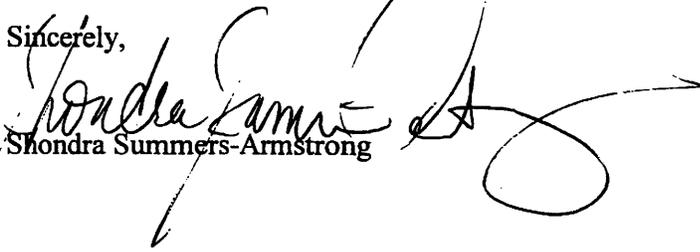
Bonanza Village is a unique community in that the more than 60 acres that constitute its boundaries are zoned rural estates. We are a small rural community in the urban center. We live in Bonanza Village because we enjoy the sense of community we feel here as well as the convenient locale. The Bonanza Village Homeowners Association has worked diligently with the City of Las Vegas Special Improvement District and our elected representative, Councilman Gary Reese, to form a SID that would assist us in constructing a security wall around the perimeter of our neighborhood. This SID was approved in the fall of 1998 by the Las Vegas City Council and construction is slated to begin sometime late this year. Throughout this process in meetings with Councilman Reese, Richard Geocke, Director of Public Works, Michael

Mr. Daryl N. James, P.E. Chief
NDOT, Environmental Services Division
June 9, 1999
Page 2

Thompson, Senior Engineer and Bryan Scott, Deputy City Attorney for the city of Las Vegas, our Association has been adamant in our concern that the security wall not be constructed with funds we must reimburse to the City, only to be torn down when Martin Luther King Boulevard is widened. We have been assured on more than one occasion that coordination between the two projects would take place, However, to date we have not seen evidence of that coordination.

I am here today to report that the residents of Bonanza Village support the efforts of the City of Las Vegas to widen Martin Luther King Boulevard. We agree with the EIS that it is far better to take 20 to 25 feet from the residents whose properties border the west of Martin Luther King Boulevard than to take land from small minority businesses whose livelihood depends upon having that land for adequate parking for the survival of their businesses. However, our support is contingent upon NDOT and the City of Las Vegas working together to ensure coordination of the wall project and the widening of Martin Luther King so that the widening project includes adequate financial mitigation for property loss to the homeowners and land owners of Bonanza Village as well as construction of a 8 to 10 foot sound barrier wall for noise abatement.

Sincerely,


Shondra Summers-Armstrong

June 9, 1999

NDOT, Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89712

To Whom It May Concern:

I am submitting my comments regarding the widening of U.S. 95 between the Rainbow curve and Craig Road. My residence borders U.S. 95 just south of the Alexander overpass.

Over a year ago I placed a noise monitor in my backyard within a few yards of the house and an Industrial Hygienist I work with interpreted the data advising that it read over 70 decibels. This is consistent with a study done by an NDOT representative in December of 1997. Neighborhood residents met with this representative who advised that the noise level warranted a sound wall. He also discussed the different types of sound walls including their cost and effectiveness.

I understand that the sound wall must continue for at least 100 yards beyond the area to be served in order to be effective. I also understand that the most cost effective method is the interlocking panels.

I believe that our area has needed a sound wall for some time. My neighbors and I must shout to someone in our backyard who is more than five feet away. THIS IS NO JOKE. The noise level will surely increase as the traffic moves closer to my yard. In the mean time my property value will also surely decrease in proportion to the noise level increase.

As I and my neighbors do our part and pay our taxes to improve Nevada, please do your part to make this project (widening of U.S. 95) bearable for us. I assure you that the sound wall will not affect anyone's view any more than the huge apartment complex on the west side of 95 has already. It stretches from Gowan to Alexander and has effectively blocked our view of the mountains for some time now. Even a soundwall of sufficient height will not block more view of the mountains than the two-story apartments that line the west side of 95.

Sincerely,



Ann Renee Tyler
6925 Tulsa Circle
Las Vegas, Nevada 89108

RECEIVED
JUN 10 1999
(Received @ Hearing)
27.0 enclosed C.R.

WE LIVE ON THE EAST SIDE OF US-95 BETWEEN CHEYENNE RD AND GOWAN RD. OUR PATIO IS ABOUT 100 FT FROM THE INSIDE LANE OF US-95. IN THE 5 YEARS WE HAVE LIVED HERE THE TRAFFIC ON US-95 HAS INCREASED OVER 30%. THE NOISE FROM THE HIGHWAY HAS BECOME VERY ANNOYING. IF WE HAVE OUR DOORS OR WINDOWS OPEN IT IS DIFFICULT TO SLEEP, WATCH TV OR EVEN HOLD A NORMAL CONVERSATION. WITH THE ADDITION OF TWO MORE LANES THE PROBLEM WILL BE COMPOUNDED. WE ARE ASKING THAT A SOUND BARRIER BE ERECTED ALONG THOSE STRETCHES OF HIGHWAY THAT ARE IN CLOSE PROXIMITY TO EXISTING HOMES.

THANK YOU,

**JAMES WEHSE
JANICE WEHSE
3512 WINTERHAVEN #102
LAS VEGAS, NV 89108**

**WEIDE
& ASSOCIATES**

811 S. 6th ST. SUITE B
LAS VEGAS, NV 89101
TELEPHONE (702) 382-4804
FACSIMILE (702) 382-4805

E-mail: weide@alum.net
On the web: <http://www.perry.com/weide>

R. SCOTT WEIDE
REGISTERED PATENT ATTORNEY
LICENSED IN CALIFORNIA & NEVADA

PATENT, TRADEMARK, COPYRIGHT & TRADE SECRET MATTERS

RECEIVED

1999 SEP - 3 AM 10:19
DEPT. OF TRANSPORTATION
CARSON CITY, NEVADA

RECEIVED

September 1, 1999

Nevada Department of Transportation
Administration Building, Room 201
1263 South Stewart Street
Carson City, NV 89712-0001

Nevada Division of Environmental Protection
Bureau of Air Quality
123 W. Nye Lane, Room 169
Carson City, NV 89706-0851

U.S. Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, NV 89701

Clark County Health District
Environmental Planning Division
Transportation Conformity
500 South Grand Central Parkway
Las Vegas, NV 89155

U.S. Environmental Protection Agency
Region 9, 75 Hawthorne Street
San Francisco, CA 94105

Re: Proposed Widening of U.S. Highway 95 in Las Vegas

Dear Sirs:

As a resident of the city of Las Vegas, State of Nevada, I submit the following comments for your consideration regarding the proposed U.S. Highway 95 (Las Vegas, Nevada) widening project.

One asserted benefit of the U.S. 95 widening project is a reduction in automobile emissions by reducing current stop and go traffic patterns. Recently, the U.S. Environmental Protection Agency has indicated some concerns regarding the widening of U.S. 95. A primary concern is that, in fact, while the widening of U.S. 95 may temporarily alleviate some traffic problems, over time a substantial risk exists that traffic will increase to the point that stop and go traffic patterns will return but on much larger scale corresponding to the widened freeway.

From personal experience, I believe this risk to be a substantial concern. As a former resident of Southern California, I have seen first hand how the widening of many freeways has only

September 1, 1999

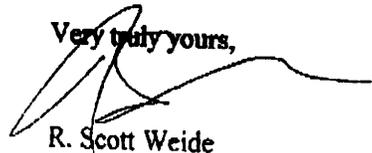
temporarily alleviated traffic congestion. Once the congestion is alleviated, additional development is deemed viable, resulting in an increase in traffic which then causes congestion of the widened highway. Presently, it appears that the conditions are suitable for this situation to occur in Las Vegas. The northwestern portion of the city along the U.S. 95 corridor is still relatively undeveloped. Many people are currently unwilling to move to this area due to the difficult commute along U.S. 95. If the freeway is widened, developers will tout the ease of travel along widened U.S. 95 and develop larger tracts in the Northwest. With no limitation on development, a substantial risk exists that, over time, the development will continue until the freeway again reaches a "saturation" point at which stop and go conditions return. It appears that where development is uncontrolled and unlimited, the primary factors which limits the traffic upon a freeway is congestion and the fact that motorists find such undesirable in increasing numbers proportional to the severity of the congestion.

While the widening of U.S. 95 seems beneficial in the abstract, I believe the widening should not occur until and unless it is clear that conditions exist which limit the level of future use of the freeway, such as the rate and amount of development which would impact the widened freeway.

I understand that § 176(c) of the Clean Air Act (1990, as amended) requires conformity of all transit plans to air quality attainment plans and regulations. It is not apparent to me that this has been accomplished with respect to this proposed project. This is especially concerning since I understand the EPA has given notice that Clark County has already not provided an adequate plan for dealing with carbon monoxide.

Unfortunately, it is extremely difficult for the average citizen to obtain and digest the amounts of information surrounding these issues given the number of agencies involved. I do know that the Las Vegas Valley is an area of "serious nonattainment" with respect to air quality plans. This should be in the forefront of our minds and no action should be taken unless it is clear that there is no possibility that the action could worsen this situation.

Very truly yours,



R. Scott Weide

us95
082799

SUMMARY G.2

SUMMARY OF COMMENT LETTERS

APPENDIX G.2

SUMMARY OF COMMENT LETTERS

A total of 53 letters from the public and from special interest organizations were received. Following is a breakdown and summary of those comments.

Noise Walls

Nine people expressed that they would like noise walls. Four people specifically requested that noise walls be at the maximum height to protect second floors of homes along the Summerlin Parkway. Three individuals expressed concern with the proposed noise wall at Reba with one of the three requesting that a nine foot berm be placed against the noise wall for landscaping purposes.

Residential and Business Displacements/Property Values

One person expressed concern about fair compensation for a potentially displaced business operated on leased property. One person requested that their property be acquired early due to medical conditions of one of the residents and another requested that the City and County provide a "willing seller, willing buyer" program. One person asked how properties along the west side of Martin Luther King would be compensated and two others stated that they felt that property values were decreasing in those areas closest to the proposed improvements.

Public Information and Project Process

Four people commented on population growth within the Las Vegas Valley with one specifically stating that growth and the increasing number of cars was the problem, not traffic congestion. Three individuals stated that the growth estimates in the project study are underestimated and one specifically questioned the methodology used to determine traffic forecasts. An additional three people commented that the proposed improvements would not be adequate for the future. One person stated that DEIS projected travel time improvements were overestimated. Two people stated that technical studies should have been made available to the public. Two people objected to the 'open format forums' that were used to conduct the public hearings and another requested information on where free copies of the DEIS could be obtained. One person commented on the perceived lack of a scoping meeting and on whether the environmental studies had proceeded in the proper order and timeline. One person questioned the NDOT's incorporation of public input into the project development, specifically in determining the preferred alternative and questioned why the No Build Alternative had not been brought up as an alternative during the workshops that were held in 1996 and 1997.

Socioeconomic Impacts

Two people stated that more roads would increase development and urban sprawl throughout the northwest and west areas of the Valley. One person expressed concern about the noise and air pollution impacts to Ruth Fyfe Elementary School. One person stated that the project imposed disproportionate impacts to disadvantaged populations. One person expressed concern with increased noise impacts to school located near US 95 within the project area. Removing an emergency lane (existing condition) at certain interchange locations was also raised as a concern as well as motorist safety due to HOV lanes.

Air Quality

Fourteen comments were received regarding air quality issues. Three individuals stated that there was no approved SIP for Carbon Monoxide or PM 10. One of these two also stated that there appeared to be no emissions budget as part of the project. Two people stated that by increasing capacity, VMT would also increase. One of these two individuals also stated that studies did not consider the public's use of larger, less efficient cars. Two people expressed that numerous air quality issues were not addressed in the DEIS with one person specifically stating that the DEIS should reflect air quality exceedance in December of 1998. One person requested a PM 10 list and a list of specific mitigation measures proposed for the project. Two individuals stated that the PM 10 projections made in the DEIS during the construction period were inadequate. Two people expressed concern with air quality problems within the Valley in general and one other individual stated that the project was in violation of the National Ambient Air Quality Standards. One person commented that noise and air quality impacts associated with the project would pose health hazards to those living in the project area.

Components of the Project/Change in Design Requests

Three people stated that their support of the project was contingent upon the installation of a noise wall on the west side of Martin Luther King. Two people requested traffic signals, one at Mesquite and one on Valley View between Penwood and Sahara. Two people requested that the project include bicycle and pedestrian paths. One person stated that they did not want Summerlin Parkway to be widened. One person requested that Tenaya not be widened and that the Tenaya bridge not be built. Additional requests were made for a park at Michael Way and Harmony, an enclosed pedestrian walkway on the Decatur crossing, and a westbound off-ramp at Rampart and Summerlin. One person expressed support for the widening of Valley View. One person asked that drainage problems between their residence and US 95 be addressed in the project design.

Project/DEIS Studies

One person stated that the hazardous materials section of the DEIS cited incorrect information that was damaging to their property value. One other person questioned the findings of the soils, geology, and water studies that were in the DEIS. Four people requested that CAT buses and fixed guideway systems be studied further. Two individuals stated that they wanted other routes to be studied to determine their effectiveness in meeting the project's purpose and need. One person stated that the project studies did not cover 4(f) properties sufficiently, particularly in the case of noise impacts to the Lorenzi Park.

Neighborhood Traffic/Access

One person expressed concern about potential increases in neighborhood traffic volumes and another requested that access to Decatur from Churchill not be blocked.

Natural Resources

One person requested that Big Springs be avoided to protect the bear poppy. One person expressed concern with the removal of trees as a result of the project, and with depletion of springs outside the project area.

APPENDIX G.3

RESPONSE TO COMMENT LETTERS



APPENDIX G.3**RESPONSE TO COMMENT LETTERS****Response to Comments of John Arfuso, Expressway Texaco**

Acquisition of property and relocations associated with the proposed widening of US-95 will proceed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, if the project is approved.

Notwithstanding the unique situation which is described in the comment letter, NDOT right-of-way representatives will evaluate relocation and compensation issues within the context of the aforementioned act once the project has been approved.

Response to the Comment Letter of Debbie Barnhill, 7100 Pirates Cove Road, #2075, Las Vegas, NV 89128

This comment letter supports the construction of a noise barrier along the south side of the Summerlin Parkway between Buffalo Drive and Tenaya Way as proposed in the DEIS as mitigation for noise impacts.

This comment letter also opposes the widening of Tenaya Way. Refer to the Response to Comments of the Cove Town Homes and other residences off of Pirates Cove on Tenaya/Westcliff (Appendix H.3).

Response to the Comment Letter of Donna Clark

This comment letter supports the construction of a noise barrier on the west side of US-95 at Gowan Avenue (between Alexander Road and Cheyenne Avenue) as proposed in the DEIS as mitigation for noise impacts.

Response to The Comment Letter of Juanita Clark, Charleston Neighborhood Preservation, Corp., 137 S. Lorenzi St., Las Vegas, NV 89107

This comment letter provides comments on the Soils/Geology/Water Resources Technical Study, December 1998, the Air Quality Technical Study, December 1998, revised March 1999, and the Socioeconomic/Land Use/Aesthetics Technical Study, December 1998, revised March 1999.

Response to Comments on the Soils/Geology/Water Resources Technical Study, December 1998 by Juanita Clark for Charleston Neighborhood Preservation Corp.

PI-4 The distance from Rainbow Boulevard to I-15 is approximately 5 miles.

- Figure I-4** The figure is intended to show the general location of the project and project alternatives, it is not to scale.
- Figure I-5** Comment noted.
- PI-11** Alaska Avenue is proposed to be relocated adjacent to the north side of the widened US-95.
- The Las Vegas Valley Water District Well on the north side of US-95 between Decatur Boulevard and Valley View Boulevard is an active well.
- Approximately 2 acres of the Meadows Mall parking lot would be acquired with the proposed project.
- PI-12** Comment noted.
- PI-13** The proposed central control center is a communication center which could be located anywhere. It would most likely be included in a room within an existing government building outside the project area.
- Comment noted.
- Figure I-8** The proposed Park-and-Ride lots are proposed to share existing and future commercial parking lots through agreements with property owners.
- Comment noted.
- PI-21** Comment noted.
- PII-1** Comment noted.
- PII-2** Comment noted.
- PII-3** Materials transported to and from the Nevada Test Site use US-95. They do not use city streets because there are no local origins or destinations with the project area for the Test Site's hazardous materials.
- Comment noted.
- PII-2** The presence of known faults may allow the vertical percolation of water from the surface to lower aquifer layers. However, there is no evidence that this is occurring.
- PII-4** Comments noted.

PIII-2 Potential surface water impacts are specific to the area traversed by each proposed physical improvement. Therefore, the impact assessment methodology is discussed for each proposed improvement in Section V.B.1.

Mitigation for surface water impacts is discussed in Section V.B.2.

PIV-21 Comment noted.

PIV-25 Comment noted.

PIV-27 Comment noted.

Table IV-7 Comment noted.

Figure IV-9 Comment noted.

PIV-47, Table IV - 8 Comment noted

PIV-51 Comment noted.

PV-2 Comment noted.

PV-3 Comment noted.

Response to Comments on the Air Quality Technical Study, December 1998, revised March 1999, and the Socioeconomic/Land Use/Aesthetics technical Study, December 1998, revised March 1999, by Lee Wayne Haynes for Charleston Neighbor Preservation Corporation.

Comments on the Technical Studies primarily cite impacts identified in the studies and are noted.

Response to Comment Letter of Calvin J. And Nina Davenport, 109 Deerbrook Lane Las Vegas, NV 89107

The preliminary drawings prepared by the Nevada Department of Transportation have not yet precisely established existing property boundaries for properties which would potentially be acquired. As indicated (in the comment letter and personally at the public hearing) the proposed right-of-way for the widening of US-95 appears to extend over the property boundary of 109 Deerbrook Lane. When this is confirmed during preliminary design, then, as requested, the single-family residential property at 109 Deerbrook Lane will be a candidate for acquisition with the proposed project.

Response to Comment Letter of Paul R. And Marilyn Davies, 7041 Doug Deaner Avenue, Unit #105, Las Vegas, NV 89129

This comment letter supports the construction of a noise barrier on the west side of US-95 at Gowan Avenue (between Alexander Road and Cheyenne Avenue) as proposed in the DEIS as mitigation for noise impacts.

Response to the Comment Letter of Don L. and Pam S. Erickson

This comment letter supports the installation of noise barriers, in particular a noise barrier on the north side of US-95 between Decatur Boulevard and Valley View Boulevard, as proposed in the DEIS to mitigate the impacts of noise.

This project is not expected to change local street traffic patterns or increase local street traffic near US-95. Traffic calming measures on these streets fall under the jurisdiction of the City of Las Vegas.

Response to Comment Letter of Michael Ferrendelli, 6924 Tulsa Circle, Las Vegas, NV 89108

This comment letter supports the construction of a noise barrier at Tulsa Circle, south of Alexander Road on the east side of US-95, and generally along the east side of US-95 from Rainbow Boulevard to Craig Road, as proposed in the DEIS to mitigate noise impacts.

Response to Comment Letter of Michael W. Fletcher, 201 Ramsey Street, Las Vegas, NV 89107

The Clark County Regional Flood Control District (CCFRD) Master Plan calls for a box culvert to be installed longitudinally along US-95 to intercept flood flows from the north of US-95 and convey them to the Las Vegas Creek. The proposed box culvert is not in the current CCFRD 10 year plan.

The Nevada Department of Transportation will coordinate with the CCFRD in an effort to include the proposed box culvert in the reconstruction of US-95. This would accelerate the time frame for the installation of this facility, which would be expected to reduce flooding problems on Ramsey Street.

Response to Comment Letter of Chaim Freeman, Managing Partner for the Catalina Apartments, LLC, 117 N. Fuller Avenue, Los Angeles, CA 90036

West of Jones Boulevard, US-95 is proposed to be widened on the north side, displacing a large portion of the Catalina Apartment Complex.

Widening of US-95 on the south side west of Jones Boulevard was considered and rejected because it would result in the displacement of:

- The Mirabelli Park, a city of Las Vegas neighborhood park
- A Metro Police Substation
- A Fire Station, and
- An approximately equal number of apartment homes located on the south side of US-95 opposite the Catalina Apartments.

Any alternative to widen US-95 west of Jones would result in the displacement of a large number of apartment homes. A southerly alignment, avoiding the Catalina Apartments, would also displace several community facilities including a "publicly owned public park" which is a Section 4(f) Resource (see Section VII of the DEIS).

Despite the residential displacements on the north side of US-95 west of Jones Boulevard, the proposed alignment will result in lesser overall impacts by avoiding Section 4(f) resources (the Mirabelli Park) and community facilities.

Response to Comment Letter of Jennifer R. Gleed, Gleed Family Trust

Ms. Brenda Pohlman of the Nevada Division of Environmental Protection (NDEP) Las Vegas Bureau of Corrective Actions, was contacted to update information concerning hazardous waste sites near the proposed Martin Luther King/Industrial Road Connector.

Since the finalization of the Hazardous Waste Technical Study (HWTS) in 1998, additional activity has occurred at the Golden Engines & Cylinder Head and Western Linen sites at 1414 Industrial Road and 1205 Western Avenue, respectively, and the sites are now closed. Ms Gleeds' letter states that the Grayline Tours site is being remediated.

According to the HWTS the property at 1400 Industrial Road is within 250 feet of both the Golden Engines & Cylinder Head and Grayline Tours sites. It is not identified as a suspect site due its' proximity to the Western Linen site. Since the Golden Engines & Cylinder site is now closed the Gleed Family Trust property would no longer be included as a suspect site due to it's proximity to the Golden Engine site.

To obtain the present status of the Grayline Tours site, which is still officially active, the site status was discussed with Mr. Todd Croft, the project officer for the site at the LUST and Remediation Branch of NDEP in Las Vegas by telephone on August 4, 1999. Mr. Croft believes that there is no offsite contamination emanating from the Grayline Tours site towards the Gleed property at 1400 Industrial Road. The Graylines site is still active due to some very low concentrations of benzene found in groundwater within the Grayline Tours site property. Mr. Croft did not consider it possible that contamination from the Graylines Tour known active contamination site could be impacting the property at 1400 Industrial Road. Based on the present known contamination site information available by

telephone from the regulatory agencies for both the Golden Engines site, which is now closed, and the Grayline Tour site, which will soon be closed, the 1400 Industrial Road property site is not considered "suspect." This finding is intended to update and supercede the findings in the HWTS dated December, 1998.

The Golden Engine & Cylinder Head and the Western Linen Service properties have been omitted from the list of known contamination sites in the FEIS.

Response to Comment Letter of Dawn M Gronau, 610 S. Ninth Street, Las Vegas, NV 89101

This comment letter is in support of a noise barrier on the west side of US-95 at Gowan Avenue (between Alexander Road and Cheyenne Avenue) as proposed in the DEIS to mitigate the impact of noise.

Response to Comment Letter of Robert W. Hall, 10720 Button Willow Drive, Las Vegas, NV 89134

The Comments received are not specific to the proposed project for US-95.

Transportation projects, such as the proposed project, located in nonattainment areas are required to demonstrate conformity to the purposes of the Clean Air Act (CAA). The proposed project conforms to the current Clean Air Act. It is not within the scope or purpose of the Environmental Impact Statement to determine the validity of the current State Implementation Plan.

The project area for the proposed project includes the northwest portion of the Las Vegas Valley including approximately one-quarter of the metropolitan area. For transportation planning purposes, the project area is a sub-region linked to other transportation sub-regions in the Las Vegas Valley, by a network of transportation facilities. It is beyond the scope and purpose of this EIS to cover all Federal Highway Administration Projects in the entire Las Vegas Valley.

A detailed description of the methodology used to calculate CO concentrations is provided in the Air Quality Technical Study, December 1998, Revised March 1999, Section V, and summarized in Section VI.E.1. of the EIS.

Environmental Justice Issues are addressed in Section VI.D.7 of the EIS. As described in Section VI.D.7.d, the studies included a community outreach program for "minority groups" in the project area.

References are included in the text to avoid the duplication of large volumes of extraneous materials in the EIS. As stated in Section I - Introduction of the EIS, seven technical studies providing greater detail with respect to study methodologies and complete

bibliographies are available during normal business hours from the Nevada Department of Transportation, District I, located at 123 Washington Street, Las Vegas, Nevada, (702) 486-3540.

Response to Comment Letter of Lee Wayne Haynes, for the Charleston Neighborhood Preservation Corp.

Refer to the Comment Letter of Juanita Clark, Charleston Neighborhood Preservation Corp., 137 S. Lorenzi Street, Las Vegas, NV 89107.

Response to Comment Letter of Jessica Hodge, Urban Issues Coordinator, Citizen Alert, P.O. Box 17173, Las Vegas, Nv 89114

Information from seven technical studies on the subjects of Air Quality, Vegetation and Wildlife, Noise, Hazardous Waste, Soils, Geology and Water Resources, Socioeconomics, Land Use and Aesthetics and Cultural Resources (See Section XIII) is included in the EIS.

As stated in Section I - Introduction and Section XIII - List of Technical Studies, the technical studies are available during normal business hours at the office of the Nevada Department of Transportation, District I, 123 Washington Street, Las Vegas, NV (702) 486-3540

The text of Section VI.E.2, PM₁₀ Impacts and Mitigation, has been expanded to include a commitment to a PM₁₀ mitigation plan for the proposed project.

There is a single predicted violation of CO National Ambient Air Quality Standard (NAAQS) along the proposed widening of US-95 during the year 2020. However, with the proposed project there would be a decrease in the CO concentration predicted at this location under the No-Build Alternative (Section VI.E.3).

To avoid CO impacts during construction, every effort will be made to maintain the existing level of service on area roadways during construction.

The proposed project is expected to decrease vehicle miles of travel (VMT) overall, due in part, to the enhanced transit element of the proposed project.

The EIS has been updated to include the air quality violations near the end of 1998.

The proposed project conforms to the SIP and is included in the conforming Transportation Improvement Program (TIP) as amended on March 11, 1999. The TIP was developed by the Clark County Regional Transportation Commission (RTC) through a continuing, cooperative and comprehensive regional planning process which includes the Nevada Department of Transportation and each municipality within the Las Vegas Valley. The RTC's computerized traffic forecasting model is the best available tool for predicting traffic

volumes in the Las Vegas Valley. The model is continuously updated and modified as additional information concerning growth and land use becomes available. The TIP is updated every two years and the FHWA must make a conformity determination on any new or amended TIP. Changes in population forecasts, land use patterns and other factors affecting transportation are, therefore, periodically revised and subject to renewed air quality and conformity evaluation. The proposed project cannot be approved or funded unless it is included in future conforming TIPs.

According to the Clark County Department of Comprehensive Planning, the project area population increased approximately 55%, from about 193,000 in 1990 to an estimated 299,000 in 1996. This astounding rate of growth is continuing today and is similar to the rate of growth of the City of Las Vegas and Clark County as a whole. US-95 and the major arterials linking the project area with the Las Vegas Resort Corridor are currently operating at level of service F during peak hours. As a result, proposed improvements in the transportation system serving commuters in the project area is viewed as a reaction in response to existing growth rather than as an inducement to growth.

The DEIS includes traffic forecasts for the year 2020 as the basis for the purpose and need for the proposed project (see Section III). The traffic forecasts were developed using the Regional Transportation Commission's traffic forecasting model. The model includes the Las Vegas Beltway, the I-15/US-95 Spaghetti Bowl Interchange, and improvement to I-15, all of which are under construction, as part of the base case or No-Build Alternative. Thus, planning for transportation improvements in the project area fully takes into account the effects of the completion of both of these projects.

Response to Comment Letter of Michael Houser, 2433 Flower Spring Street, Las Vegas, NV 89134

The Nevada Department of Transportation concurs that the proposed widening of Summerlin Parkway to three lanes westbound should terminate at Rampart Boulevard with a two lane exit, one dedicated exit lane (terminating the three lane widened section) and one "choice" lane for through and exiting movements.

Response to Comment Letter of Leo Limuaco, 5352 Harmony Avenue, Las Vegas, NV 89107

This comment letter supports the construction of a noise barrier on the north side of US-95 between Jones Boulevard and Decatur Boulevard as proposed in the DEIS as mitigation for noise impacts.

The proposed noise barrier on the north side of US-95 will be continuous across the alignment of Michael Way, as suggested.

Projected noise levels shown in the EIS assume that Michael Way will be extended across US-95 in the future with additional noise generated by traffic on Michael Way.

At the present time, the City of Las Vegas has no plans to extend Michael Way across US-95 although the widening of Michael Way to four lanes from US-95 to Rancho Drive is included in the Regional Transportation Plan FY 1998-2020. Improvements to Michael Way would fall under the jurisdiction of the City of Las Vegas.

Response to Comment Letter of Monty Lochner, Vice President, Bonanza Village Home Owners Association, 1323 Comstock Drive, Las Vegas, NV 89106

This comment letter supports the proposed mitigation of potential impacts to the businesses on the east-side of Martin Luther King Boulevard, north of Washington Avenue, by re-aligning Martin Luther King Boulevard to the west (into Bonanza Village) in the area immediately north of Washington Avenue as proposed in the DEIS to mitigate business impacts (see Sections VI.D.2.b and VIII.B).

The Bonanza Village Neighborhood is one of the few neighborhoods which does not have an existing six foot block wall as a "privacy fence" along the adjacent arterial sheets. This makes the neighborhood more susceptible to proximity impacts from the roadway. Current City Standards call for property developers to construct the block walls on private property behind the sidewalk. Widening of Martin Luther King Boulevard will be performed under the jurisdiction of the City of Las Vegas. When the widening project is constructed, a block wall will be included in the construction plans, if it is not constructed prior to the widening project. Any existing block wall which conflicts with the proposed widening will be replaced as part of the project. The City will establish, prior to construction, whether or not a local funding contribution from adjacent property owners is warranted and the height of the wall..

Response to Comment Letter of Melody March, Director, First Christian Child Development Center, 101 S. Rancho Drive, Las Vegas, NV 89106

No physical improvements are proposed at the intersection of Rancho Drive and Mesquite Avenue with the proposed project. The Nevada Department of Transportation District Office performs traffic signal studies, upon request, to determine if a proposed traffic signal location meets the warrants of the Manual of Uniform Traffic Control Devices.

The last traffic study at this location was performed in 1995 as described in the letter from Kent Sears dated 11/8/95. As stated in the letter, the short distance of the intersection from the US-95 ramp intersection (about 600 ft.) is also a concern. The proposed project will move the ramp intersection about 100 ft. closer to Mesquite Avenue.

The Nevada Department of Transportation will again review the need for a traffic signal at this location as part of the redesign of the Rancho Drive Interchange on US-95.

Response to Comments of Sklar Warren, Conway Williams & Rosenfeld, LLP, On Behalf of Robert Margison Jr., Owner, Allstate Insurance Agency, 140 S. Decatur Blvd., Las Vegas, NV

This comment letter opposes the construction of a raised median on Decatur Boulevard restricting access to Churchill Avenue and provides approximately 41 individual identical petition forms from affected businesses and residents. Approximately 34 of the petition forms do not want the intersection at Decatur Boulevard and Churchill Avenue.

The Nevada Department of Transportation concurs that the existing intersection configuration at Decatur Boulevard and Churchill Avenue will best serve the needs of the local community.

See also Appendices H.1 and H.3.

Response to The Comment Letter of Carl and Helen Mckague, 5608 Reba Avenue Las Vegas, NV 89107

This comment letter supports the recommendations of the City of Las Vegas to consider acquisition of 13 homes on Reba Avenue in order to improve the alignment of frontage roads (see the comments of the City of Las Vegas, Appendix D.1).

Refer to the Response to Comments of the City of Las Vegas in Appendix D.3.

Response to The Comment Letter of Mr. & Mrs. Albert Michelo, 204 Eldorado Canyon Street, Las Vegas, NV 89107

This comment letter supports the construction of a noise barrier on the north side of US-95 between Rancho Drive and Valley View Boulevard as proposed in the DEIS to mitigate the impacts of noise.

Response to Comments of Lou Ellen Miller, 5504 Reba Avenue, Las Vegas, NV 89107

This comment letter supports the recommendations of the City of Las Vegas to consider acquisition of 13 homes on Reba Avenue in order to improve the alignment of frontage roads (see the comments of the City of Las Vegas, Appendix D.1).

Refer to the Response to Comments of the City of Las Vegas in Appendix D.3.

Response to Comment Letter of Margaret C. Pierce, Co-chair Conservation Committee, Southern Nevada Group, Sierra Club, P.O. Box 19777, Las Vegas, NV 89132

No Approved State Implementation Plan:

Transportation projects, such as the proposed project, located in nonattainment areas are required to demonstrate conformity to the purposes of the Clean Air Act (CAA). It is not within the scope or purpose of this environmental impact statement to determine the validity of the current State Implementation Plan (SIP).

Population Forecasts Underestimate Population Growth:

The proposed project is included in the conforming Transportation Improvement Program (TIP) as amended on March 11, 1999. The TIP was developed by the Clark County Regional Transportation Commission (RTC) through a continuing, cooperative and comprehensive regional planning process which includes the Nevada Department of Transportation and each municipality within the Las Vegas Valley. The RTC's computerized traffic forecasting model is the best available tool for predicting traffic volumes in the Las Vegas Valley. The model is continuously updated and modified as additional information concerning growth and land use becomes available. The TIP is updated every two years and the FHWA must make a conformity determination on any new or amended TIP. Changes in population forecasts, land use patterns and other factors affecting transportation are therefore periodically revised and subject to renewed air quality and conformity evaluation. The proposed project cannot be approved or funded unless it is included in future conforming TIPs.

Fails to Consider the Full Effects on PM₁₀:

The proposed project is expected to reduce vehicle miles of travel (VMT) when compared with the No-Build Alternative due, in part, to the enhanced transit element of the proposed project. Consequently, construction activities are expected to be the primary source of increased dust associated with the project. Section VI.E.2 of the EIS has been expanded to more fully describe a proposed dust mitigation plan.

Building is Vehicle for Urban Sprawl:

According to the Clark County Department of Comprehensive Planning, the project area population increased approximately 55%, from about 193,000 in 1990 to an estimated 299,000 in 1996. This astounding rate of growth is continuing today and is similar to the rate of growth of the City of Las Vegas and Clark County as a whole. US-95 and the major arterials linking the project area with the Las Vegas Resort Corridor are currently operating at level of service F during peak hours. As a result, proposed improvements in the

transportation system serving commuters in the project area is viewed as a reaction in response to existing growth rather than as an inducement to growth.

Other Alternatives:

The DEIS includes traffic forecasts for the Year 2020 as the basis for the purpose and need for the proposed project (see Section III). The traffic forecasts were developed using the Regional Transportation Commission's traffic forecasting model. The model includes the Las Vegas Beltway and the I-15/US-95 Spaghetti Bowl Interchange, both of which are under construction, as part of the base case or No-Build Alternative. Thus, planning for transportation improvements in the project area fully takes into account the effects of the completion of both of these projects.

The US-95 Major Investment Study, Detailed Evaluation of Alternatives, April 1997, a precursor study to the EIS, "seriously" evaluated a Fixed Guideway/Enhanced Bus Transit strategy as well as roadway improvement and combined roadway improvement/enhanced transit alternatives. The findings of that study are included in Section IV.B.4 and IV.B.5 of the EIS.

Technical Studies Not Supplied:

Information from seven technical studies on the subjects of Air Quality, Vegetation and Wildlife, Noise, hazardous Waste, Soils, Geology and Water Resources, Socioeconomics, Land Use and Aesthetics and Cultural Resources (see Section XIII) is included in the DEIS.

As stated in Section I - Introduction and Section XIII - List of Technical Studies, the technical studies are available during normal business hours at the offices of the Nevada Department of Transportation, District I, 123 Washington Street, Las Vegas, NV (702) 486-3540.

Response to Comment Letter of Barbara Roberts, 2221 W. Bonanza Drive, #35, Las Vegas, Nv 89106

This comment letter supports the construction of a noise barrier on the north side of US-95 east of Rancho Drive to protect a condominium complex from noise impacts.

A noise barrier was not shown on the preliminary plans for the widening of US-95, on the north side of US-95 east of Rancho Drive. In this area, a condominium complex exists about 800 to 1000 ft. east of Rancho Drive, on the north side of US-95, located between existing industrial/commercial properties.

Based on information from the nearest noise receptor location included in the Noise Study, it is clear that future noise levels at the condominium complex will exceed FHWA criteria for consideration of abatement and that a noise barrier would provide mitigation for noise impacts.

Response to Comment Letter of Judi Root, Co-founder, Justice For Home and Condo Owners, 2851 S. Valley View, #1096, Las Vegas, Nv 89102

This comment letter supports the widening of Valley View Boulevard between Sahara Avenue and Desert Inn Road. This action is included in the arterial street improvement element of the proposed project.

Response to Comments of Barbara Roth

1. Traffic Forecasts

Refer to the response to comments of the Environmental Protection Agency, Appendix F.1, for responses related to population growth, fixed guideway transit and air quality and the response to Comments of Margaret C. Pierce, Sierra Club, in this section for responses related to population growth.

The DEIS uses a 20-year planning period in accordance with normal highway planning procedures.

Section III.H of the DEIS presents year 2020 traffic forecasts in the Project Area with and without the proposed project. The traffic forecasts were prepared using the Regional Transportation Commission's TRANPLAN computer traffic forecasting model. As stated in Section III.H; "with the proposed project, the peak hour volume of traffic on US-95 and the arterial street system in the Project Area is generally less than the capacity of the improved roadway network. The average volume-to-capacity (V/C) ratio is forecast to be less than 1.0."

2. Project CO Conformity

Section VI.E of the EIS presents the analysis of air quality for the proposed project. Section VI.E.4 of the EIS addresses project conformity and concludes:

"The findings of the analysis indicate that total ambient CO concentrations within the project area will be reduced and overall air quality will be improved under the Build Alternative. The analysis finds that the proposed project will not increase the number of CO violations and that it will lessen the severity of predicted CO violations.

The proposed project conforms to the purpose of the Clean Air Act by reducing the severity and number of violations of the NAAQS for CO. The Regional Transportation Commission amended the Transportation Improvement Plan on March 11, 1999 to include all the components of this project.

3. Congestion

"The proposed project will provide the capacity to accommodate projected year 2020 transportation demand in the project area" (Section III.I). The existing roadway network is severely congested at the present time while unprecedented growth continues in the project area. As shown in Figures III-12 through III-15, the proposed project is expected to result in a decrease in volume-to-capacity ratios area-wide and a reduction of traffic on many regional arterial streets compared with the No-Build Alternative. Not only is the project expected to relieve existing congestion on US-95, but is also expected to provide a measure of congestion relief for the entire Project Area roadway network.

4. PM₁₀

Estimates of the time required to reconstruct US-95 vary from 6 to 10 years depending upon funding availability. NDOT is seeking to accelerate construction in order to reduce construction related impacts.

Section IV.E.2 discusses proposed PM₁₀ mitigation.

5. Scoping Meeting

A Scoping Meeting for the Environmental Impact Statement was held on May 7, 1997. A handout was provided at the meeting which described the proposed project and identified topics which would be studied in the environmental assessment.

At the Scoping Meeting, the proposed project was displayed and described. The purpose of the Scoping Meeting was to solicit comments on the Scope of the environmental studies from the public and from public agencies. Public comments on the scope, as recorded, were very limited.

The purpose of the Scoping Meeting held on May 7, 1997, was to aid the NDOT and FHWA in scoping the environmental studies to be undertaken in evaluating the alternatives which were found to meet the project purpose and need. Alternatives which were evaluated in accordance with the FHWA's Major Investment Study process and eliminated because they were ineffective in meeting the project purpose and need, were not included in the environmental scoping process. Section IV.B.4 in the EIS describes alternatives which were considered and rejected after careful study and includes the full range of alternatives being suggested.

6. Impacts

The Impacts of the proposed project, as presented in the DEIS, were the subject of the June 9 - 10, 1999 Public Hearing for the proposed project. The Public Hearing was the appropriate forum to discuss project impacts.

7. Environmental Justice

Environmental Justice issues are assessed in Section VI. D. 7 of the EIS. Based on an analysis of minority and low income population statistics, the EIS concludes that "the project will not cause disproportionately high and adverse effects on any minority or low-income populations as discussed in E.O. 12898 regarding environmental justice." (Executive Summary D.4.f)

8. Travel Time and Distance

While the anticipated percentage reductions in travel time and distance with the proposed project may seem low, a ½ mile per hour increase in the average peak hour travel speed, valley-wide for all motorists provides benefits which are estimated to be 2.6 times greater than the estimated \$873 million cost of the project (see table IV - 3).

9. Environmental Studies Timeline

The US 95 Major Investment Study (MIS) was conducted by NDOT and the FHWA during 1996 and concluded prior to the Scoping Meeting for the Environmental Impact Study. The MIS was conducted in accordance with the FHWA's Option 1 for the conduct of such studies.

The US-95 MIS included a preliminary environmental screening. The preliminary environmental screening conducted as part of the MIS is Summarized in Section IV. B.5 of the EIS.

10. "Preferred Alternative"

As reported in Section XI.A, during a public workshop for the US-95 Major Investment Study, 64% of participants indicated that they would support the widening of US-95 to 10 lanes as a long term alternative.

Public workshops were one of the many methods used during the US-95 MIS to obtain input from the public during the initial identification and evaluation of technical alternatives. All alternatives identified during the major investment study process which met the project purpose and need were subjected to detailed evaluation in the EIS.

11. Workshop No - Build Alternative

Prior to the Scoping Meeting for the Environmental Impact Statement seven public workshops were conducted to obtain input from the public. The focus of the public workshops was the identification of alternatives to be advanced for further study. Since the No-Build alternative would definitely be studied in the subsequent environmental assessment, there was no need to have the public identify it as an alternative to be studied further.

A fixed guideway alternative was evaluated in detail in the US-95 Major Investment Study Detailed Evaluation of Alternative Strategies, April 1997, and presented at public workshops for the MIS. During the November 1996 workshop, 49% of participants supported fixed guideways as a long-term alternative, indicating that many people understood the potential benefits of the alternative. However only 15% of the participants identified a fixed guideway system as the alternative which would best serve the transportation needs of the project area.

12. Citizens Oversight Committee

The City Council of the City of Las Vegas formed a Citizens Review Committee to address specific issues related to the proposed widening of US-95. The committee was established under the auspices of the City of Las Vegas to serve in an advisory capacity to the City Council. NDOT's coordination with this independent group is described in section XI.B.1.b.

13. Noise

Measured noise levels are discussed in Section V. F of the EIS and noise impacts are discussed in Section VI.F of the EIS. The document shows that noise levels along US-95, which approach or exceed 66 dBA at the present time at many locations, will generally increase with the widening of the highway, but can be mitigated with the installation of a noise barrier. Measured and projected noise levels with and without a noise barrier are presented in the DEIS and were presented at the Public Hearing. Sound barrier heights of 18 ft. are recommended for consideration in the EIS.

14. Section 4(f) Resources

There are numerous Section 4(f) resources identified in the EIS along the US-95 corridor, specifically:

- Torrey Pines Park
- Mirabelli Park
- Lorenzi Park
- Adcock Elementary School
- Fyfe Elementary School

Las Vegas Springs Natural Register Site City of Las Vegas Pedestrian Path and Bikeway

Of the build alternatives, Alternative A would minimize the impacts to these 4(f) resources, primarily through avoidance. It avoids Lorenzi Park, Mirabelli Park and the Las Vegas Springs National Register Site. As discussed in Section VII.G, Avoidance Alternatives in the DEIS, there are no prudent or feasible alternatives to avoid the use or direct impacts to the Torrey Pines Park, Adcock Elementary School or the Pedestrian Path and Bikeway. Mitigation for these impacts is proposed. The No-Build alternative, which would totally avoid impacts to 4(f) resources does not satisfy the project purpose and need. Alternative A would not move traffic any closer to the Las Vegas Springs National Register Site and therefore should not impact existing historical or archeological features.

Lorenzi Park is 500 to 800 ft. from US -95. Projected noise levels would be 66 dBA or less without noise barriers. With a noise barrier along US-95 noise levels within the parks would be reduced to well below 66 dBA and the park would benefit from the proposed barriers. The Sammy Davis Junior Plaza Amphitheater, within Lorenzi Park, is buffered by a residential neighborhood, the Sate Historical Museum and the back wall of the amphitheater which is oriented towards US - 95.

The Lorenzi Park Lake is a man-made water feature operated by the City of Las Vegas Department of Parks and Leisure. It is artificially controlled and regulated and would not be directly affected.

With Alternative A, wildlife habitat which would be taken is limited to vacant commercial and residential lots, with sparse vegetation, along existing urban arterial and urban highways.

Adcock Elementary School is proposed to be reconstructed without the loss of any school rooms.

There are three schools which at present abut US-95 in the project area; Adcock Elementary, Fyfe Elementary and Western High School. Proposed noise barriers would provide mitigation for both existing and projected noise at these schools. The 4(f) related activities at the elementary schools, after-school playground programs, are not considered to be noise sensitive but would also benefit from the installation of noise barriers.

15. Removal of Emergency Lane

The outside shoulder of US-95 between interchanges was converted to auxiliary lanes in conjunction with the implementation of a freeway service patrol. The service patrol aids stalled motorists and removes stalled vehicles from the highway. The auxiliary lanes have smoothed the flow of traffic while the service patrol eliminates safety hazards. These features are considered to be especially important if the No-Build alternative is selected.

16. Safety

The inside lanes of the widened highways are proposed as HOV lanes. The HOV lanes will be continuous for 8 to 10 miles. The HOV lanes will be designed to current FHWA standards and restrictions to avoid adverse weaving conditions will be considered.

17. Light Rail

A light rail (fixed guideway) strategy was evaluated as one of three potential strategies to improve transportation in the project area in the US-95 Major Investment Study Detailed Evaluation of Alternative Strategies, April 1997. Section IV. B.4.b.(2) of the DEIS describes the fixed guideway strategy that was considered and the reasons it was rejected.

In order to reduce single - occupancy vehicle travel, the proposed project includes HOV lanes, enhanced bus transit, park-and-ride lots and increased transportation demand management.

18. Health Concerns of Noise and Air Pollution

In the DEIS, noise levels are expressed in decibels, and abbreviated as dBA, as defined in Section V.F.1. The dBA is the commonly used measure of highway noise. While noise and air pollution are health issues, noise impacts can be mitigated with noise barriers and the proposed project is expected to reduce the severity and number of violations of the National Ambient Air Quality Standards for Carbon Monoxide (see Executive Summary A.D.5.b).

19. Mature Trees to be Taken

The mature trees which would be taken with Alternative A are non-native trees kept alive by artificial watering. While individual homeowners maintain these trees for their cooling effect, high water use trees are generally not maintained with public works projects in an effort to conserve water.

Springs in the Northwest Region of the Las Vegas Valley are primarily affected by excessive ground water withdrawals. Many historic springs have dried up during this century due excessive withdrawal of ground water. The proposed project will have no effect on active springs since there are no active springs in the project area.

Response to Comment Letter of James M. Shadlaus, 2408 Windjammer Way, Las Vegas, NV

This comment letter supports the installation of noise barriers along US-95 between Valley View Boulevard and the I-15/US-95 Interchange as proposed in the DEIS to mitigate the impact of noise.

Response to Comment Letter of Patrick J. Sheehan, Jones, Vargas, Attorneys at Law on Behalf of Expert Air Conditioning, Ahern Family Partnership and Las Vegas Truck and Equipment Sales

The subject properties are located on the north side of US-95 between Martin Luther King Boulevard and Rancho Drive.

The conceptual design of US-95 between Martin Luther King Boulevard and Rancho Drive shows an area of nearly one acre which varies in width from 0 to 60 ft. on the inside (south side) of the proposed highway curve on the opposite side of the highway from the properties in question.

The proposed design includes widening US-95 from six lanes to ten lanes with standard shoulders. It also includes the addition of new ramps to and from the west for Martin Luther King Boulevard.

The widening of the highway and addition of ramps with the proposed project will require additional right-of-way. The widened highway also makes longer highway curves desirable to provide adequate super-elevation transitions into and out of the curves.

The geometry of the proposed widened highway will be studied to minimize right-of-way requirements and make the best use of available right-of-way. It is not anticipated, however, that additional residences will be taken on the south side of the highway. In addition to potentially reducing the clearance on the south side the highway, retaining walls will be considered to reduce right-of-way requirements on both sides of the highway.

Response to Comment Letter of Duane Sides, 8605 Maleta Court, Las Vegas, NV 89117

The US-95/I-15 Spaghetti Bowl Interchange is currently being reconstructed to include six lanes on US-95 through the interchange, and four ramp lanes between I-15 and US-95 to and from the west. US-95 west of the Spaghetti Bowl is proposed to be widened to ten lanes with the proposed project to match into these current improvements to the Spaghetti Bowl.

Response to Comment Letter of Shondra Summers - Armstrong, 1931 Fair Avenue, Las Vegas, NV 89106

See Response to the Comment Letter of Monty Lochner, Vice-President, Bonanza Village Homeowners Association.

Response to The Comment Letter of Ann Renee Tyler, 6925 Tulsa Cr., Las Vegas, Nv 89108

This comment letter supports the installation of a noise barrier on the east side of US-95 between Alexander Road and Cheyenne Avenue as proposed in the DEIS to mitigate the impacts of noise.

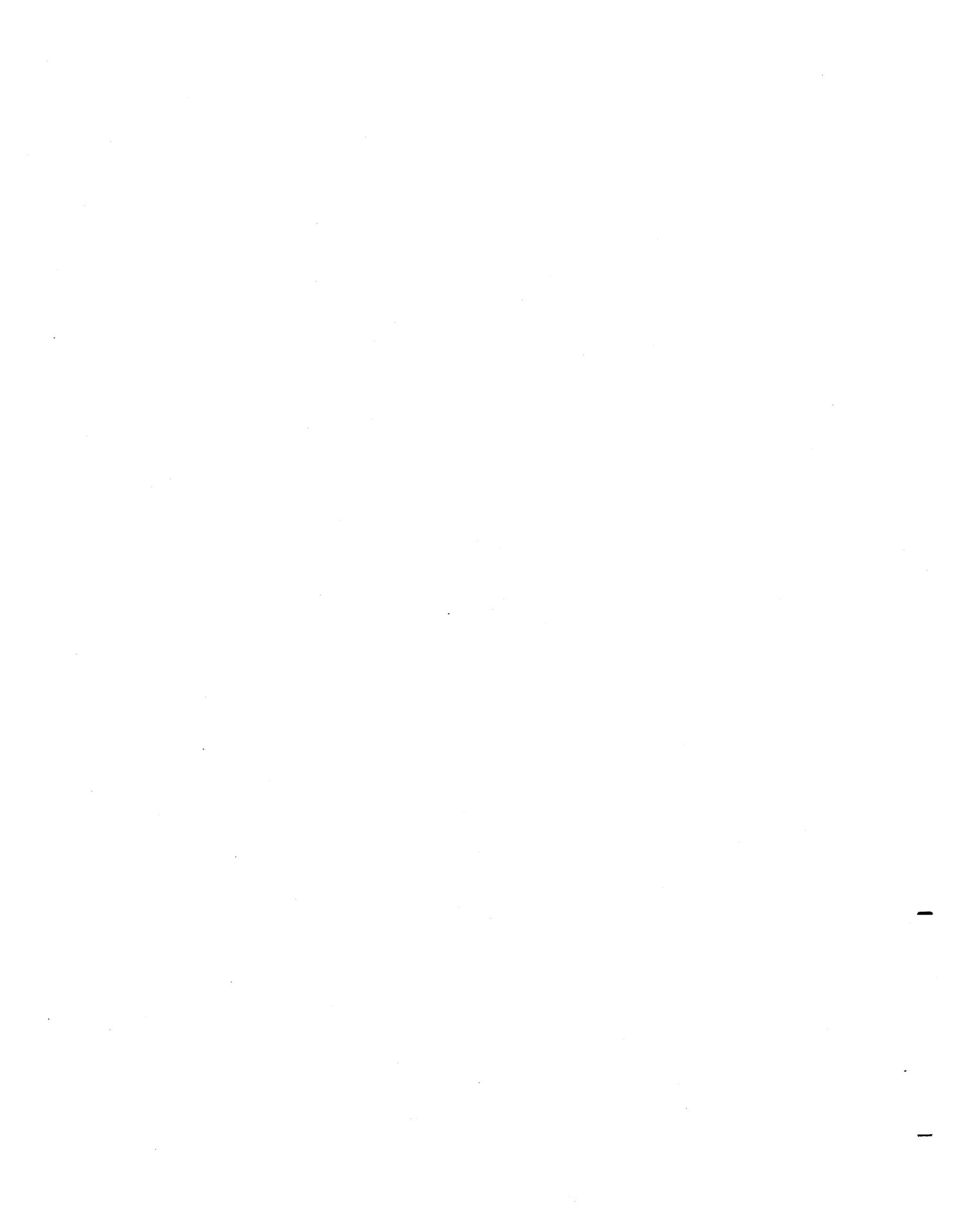
Response to Comment Letter of James And Janice Wehse, 3512 Winterhaven, #120, Las Vegas, NV 89108

This comment letter supports the construction of a noise barrier on the east side of US-95 between Cheyenne Avenue and Gowan Road as proposed in the EIS to mitigate the impact of noise.

Response to Comments of R. Scott Weide, Weide & Associates, 811 S. 6th Street, Las Vegas, NV 89101

Refer to the Response to Comments of the Environmental Protection Agency in Appendix D.3

APPENDIX H
PETITIONS AND FORM LETTERS
AND RESPONSES



APPENDIX H.1

PETITIONS AND FORM LETTERS

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing approx. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Ramona Castro 137-#~~8~~15

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

CopSecion Reyes #137

COPY

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Keith Everett

Sincerely,
0363 Clarice Ave Apt 168 Las Vegas, NV 8

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Sullivan Ambrose 12-156

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Marcelo Reyes C. 9-280

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Rita Ferguson

*100 N. Wallace Dr. #257
Las Vegas, NV 89107*

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

A handwritten signature in black ink that reads "Earl T. Rogers". The signature is written in a cursive style and is underlined with a long, sweeping horizontal line that extends to the right.

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just west of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Sincerely,

6363 CLARICE #23-278

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Dora Linares

Sincerely,

6363 Clarice # 19-107
LV NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Sincerely,



6363 Clarence

B21 Apt 167

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

~~EDWIN J. LOPEZ~~
EDWIN J. LOPEZ
100 N. WALLACE APT. 253
LAS VEGAS NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Sincerely,

RICARDO ALVAREZ

100 N. Wallace Drive # 237
LV NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Sincerely,

Julio Sotelo

100 N. WALLACE DR. B2.11 - 245

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

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Sincerely,

Arnold B. Rivan

6363 Charice 159 Las Vegas

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

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Sincerely,

Angel Perera 6363 Edarice #263 Las V. N.V. 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Brandon Pringle

100 N Wallace # 6-134

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Henrietta V. Korman

1263 CLARICE APT-151- 2V NV-89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

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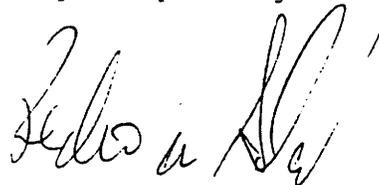
Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid **destroying the community that my family and myself call home.**

Sincerely,



6363 Clarice
#19-21

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,



100 N. Wallace Dr. 233

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing approx. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

James Keen

ice Dept.

7/1/99

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

Dear Mr. James,

Catalina Apartments, located at 100 N. ...
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95, just West of Jones Blvd. I am ...
the proposed expansion of US 95.

I am a resident of Catalina Ap
Wallace, Las Vegas, Nevada. Our ap
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writing to you regarding the proposi

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as well as the homes of 60 of our
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There is a little used park on
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300 people, and without disturbing
which we live.

est that you reconsider the proposed
g the community that my family and myself call hc

I respectfully request that yo
routing to avoid destroying the community

Sincerely,

Sincere

Tammy O Curtis
Bldg 19, APT 10



100-N u

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Antonia Andrade Sincerely,
6363 *Clarice* #113

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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There is a little used park on the south side of the highway that you can route your highway thru without displacing approx. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

B. M. Daniel
Blvd 20 Apt. 271

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Roberto Macedo
21-164

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Melida Figueroa A.

6-132 Wallace Dr.

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Jaime E. Magaña H.

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

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There is a little used park on the south side of the highway that you can route your highway thru without displacing approx. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,



17-219

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

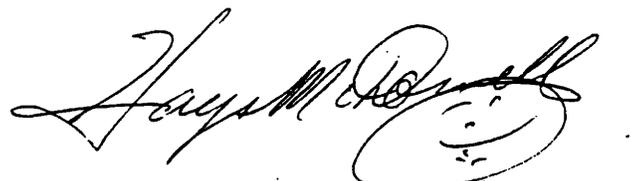
Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,


Bldg. #6 Apt. #232

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will shear off approximately 1/3 of our community. This includes our pool, our clubhouse, as well as the homes of 60 of our neighbors, friends, and relatives.

This seems ridiculous when the project could be expanded on the south side of the highway without affecting the community at all.

There is a little used park on the south side of the highway that you can route your highway thru without displacing aprox. 250-300 people, and without disturbing and destroying the community in which we live.

I respectfully request that you reconsider the proposed routing to avoid destroying the community that my family and myself call home.

Sincerely,

Jamir mech 100-N-WALLACE-DR #178

Mr. Darrel James
Chief Environmental Service Dept
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live

Please reconsider the routing of the highway, I want to remain in my home

Sincerely



13-266

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

A handwritten signature in black ink, appearing to be 'A. Wallace', with a long horizontal flourish extending to the right.

100 N WALLACE 269

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely


204P #2

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

FRANCISCO JAVIER MURRIN
100 N. WALLACE # 106
LV NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Deborah Wetherby
#2104



Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely



100 N. Wallace Dr. 275
LAS VEGAS NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Donna Williams 7-299

4227

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely



Blg. 3 #214

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Victor A. Torres

270-13

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Michaela Davies - Eddon
100 N. Wallace #271 B#13
Las Vegas, Nev 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Don Am... DON. Wallare Dr. 107 W N V 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Robert L. Sallini 100 N. Wallace Dr. Apt #203

Mr. Darrel James
Chief Environmental Service Dept
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Dawn Bryleski
Building 3-113

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Laura Lynn
100 N. Wallace DR Apt 108
Las Vegas NV 89107

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Christina Contreras
100 N Wallace DR Apt 267
LV, NV 8

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Margaret Hill #2-209

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

JOAN GONZALEZ

100 N Wallace Ave #202 LV NV 89105

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Gema Mejia

100 N. Wallace Dr Apt 106

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments. located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

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Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Jami Seidel
100. N. Wallace Dr Apt 114
Las Vegas NV 89107

Rec'd
7/6/99

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely

Jessica Gibeault

100 N. Wallace # 101 LV NV 895107

Rec'd 7/16/99

Mr. Darrel James
Chief Environmental Service Dept.
Nevada DOT
1263 S. Stewart St.
Carson City, Nevada 89712

7/1/99

Dear Mr. James,

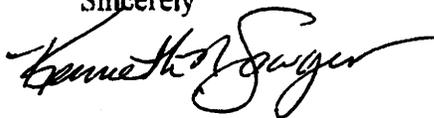
I am a resident of Catalina Apartments, located at 100 N. Wallace, Las Vegas, Nevada. Our apartment community is located along the North side of US 95, just West of Jones Blvd. I am writing to you regarding the proposed expansion of US 95.

Under the proposed routing of the expanded US 95 your project will destroy my home and the homes of my neighbors and friends.

Your proposed map shows clearly that the highway is being deliberately swung to the north near Jones. If you would straighten out the routing and take vacant land on the south side of the highway there will be no need to destroy my home or the community in which I live.

Please reconsider the routing of the highway, I want to remain in my home.

Sincerely





Petition

We the undersigned residents of Catalina Apartments located at 100 N. Wallace, Las Vegas, Nevada (On the North side of Highway 95, West of Jones) do hereby petition to have the routing of the proposed expansion of US 95 moved, to avoid the destruction of our homes and our community. Approximately 250-300 people will be displaced by your proposed routing. We respectfully request that an alternate routing be found that will allow us, our relations and friends to stay in our/their homes.

NAME

ADDRESS

EDWIN V. LOPEZ

100 N. WALLACE APT-253
LAS VEGAS NV 89107

Ken Sawyer

100 N. Wallace #112
LV NV 89107

Jane Keneke

100 N. Wallace Apt 277
LV NV 89107 Bldg Jane Keneke

Angel Perera

6363 CLARICE APT-157 - LV NV-89107
6363 CLARICE #263 LV NV 89107

Michaela Davis-Slden

100 n. wallace # 271 L.V. nev. 89111

Dora Linares

6363 Clarice # 107 LV NV 89107

Jessica Sibault

100 N wallace #101 LV NV 89107

JUAN GONZALEZ

100 N ~~202~~ WALLACE APT #202

ROBERT L. SULLIVAN

100 N. WALLACE DR. #203

Gema Mejia

100 N WALLACE DR Apt 106

Tami Seidel

100 N. wallace DR Apt 114

Laura Leon

100 N wallace DR Apt 108

Christina Contreras

100 N wallace DR Apt 207

Don Nanni

Petition

NAME

ADDRESS

Victor A Torres 100 N WALLACE Bldg 13 #270

~~Brandon~~
Brandon Pringle 100 N. Wallace Bldg 6 #134

Pedro Salgado 6363 Clarice Bldg 19 #210

Dawn Brylski 100 N. Wallace Bldg 3 #113

Carlos Pueta 6363 Clarice Bldg #167

Franco Torres 100 N WALLACE BLD 8 APT. 138

~~Al Schubert~~ 6363 Clarice Bldg 20 #172

Ricardo Alvarez (8-237)

Clays McDonnell = Bldg #6 - Apt #232

~~Al~~ BLDG 13 APT 269

Jammy Curtis Bldg 19 APT 101

Deborah Wetherby #2-104

~~Tom~~ 100 N. Wallace #214 #3

~~Joe~~ 17-219

FRANCISCO J MURRAY 100 N. WALLACE DR #106

Jasim M. S. 100-N. WALLACE DR #178

Alana A. Luna 6363 Clarice #159

NAME

ADDRESS

Fred Vargas Apt 275 Bld 10
 my Rent apt 233 BLD 6
~~Denno~~ apt 148 BLD 11

Jaimc E. Magaña N. APT# 154 - - Bld. # 16.

Juan Carlos Diez T. APT# 227 # 14

Juliano Ambriz 12. 156

Melida Figueroa A. 6-132 Wallace Dr.

Antes Ambriz

Anna Williams apt 227 Wallace Dr.

Mayeri For; apt 2-209.

Roberto Macedo 21-164

Julio Sotelo 11 - 245

~~Thyfa~~ 7/3/99

Rachael McDaniel 7-3-99 Bldg. 20 Apt 271

NAMEADDRESS

Lu Vega 100 N WALLACE 13-266
Daniel Miller 6363 CLARICE 28-278
Earl V. Reyes 100 N. Wallace 9-279
Lita Figueroa - 100 N Wallace St. # 12-257
Rananda Castro 137 15
COPSECON REYES #137
KEMBERA 6363 Clarice Ave Apt 168 Las Vegas, NV 89107
Matthew Kater 100 N. Wallace # 8-141
Valerie Smith 100 N. Wallace 6-130
Marva Spigata 6363 Clarice 19-104
Pepi Perez 100 N. Wallace # 13-141
Delda Wade 100 N. Wallace 13-163
Oscar Lopez 100 N. Wallace 3-116
Bob Williamson 6363 Clarice #14-121
Tracy Shaw 100 N. Wallace # 12-159

We, the residents of the Coves Town Homes and other residences off of Pirates Cove on Tenaya/Westcliff are opposed to the proposed Tenaya Bridge. We propose further investigation of a possible bridge at the dead end of Durango/Westcliff, less than 2 miles west of Tenaya/Westcliff. (Tenaya dead ends at Charleston which refutes the theory that this bridge would assist with the future flow of traffic to the Northwest.) Durango, however is already widened and extends to the south all the way to Tropicana and would be the better choice to continue with a bridge at Westcliff over Summerlin Pky to Vegas Dr. This would not affect as many residents and would ease the traffic through the city.

This Tenaya "dead end" is already used constantly by the 125 Coves residents and the hundreds of residents of Pirates Cove in two apartment complexes, housing developments, an additional town home complex, condos and a large Child Care facility.

NAME ADDRESS/PHONE# LOCATION COMMENTS

NAME	ADDRESS/PHONE#	LOCATION	COMMENTS
Marie Kinker	7001 Pindarri Way	Coves	Las Vegas, NV North Pasternack 7100 Pichares Cove Rd-109 Our only extra parking is on Tenaya. We have very few spaces inside pollution, congestion on all sides
Beverly Williams	7012 Pindarri Way	Coves	
Scott Johnson	305 CARACAS	COVES	
Lonya Gross	210 YARDARM Way	COVES	
Elizabeth Baird	324 YARDARM Way	COVES	
Lee Anderson	224 CARACAS	COVES	
Shore Jensen	301 YARDARM	COVES	
Lyle W. Small	236 Crosswind Way	Coves	
Brandon Proffman	917 YARDARM Way	Coves	
102 m mat	230 YARDARM Way	Coves	
STICIA Richards	240 YARDARM Way	COVES	
Joe R. Montoya	316 YARDARM	COVES	
Leona Westerman	220 YARDARM	COVES	
W. W. Frank	237 YARDARM Way	COVES	
Ann Holanta (Muntan)	308 Caracas Dr	COVES	
Laurie J. Nicks	236 Caracas Dr.	Coves	
P. E. Foul	237 CARACAS Dr	COVES	
Arthor Solardi	7009 Pindarri Way	COVES	

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NAME	ADDRESS/PHONE#	LOCATION	COMMENTS
Tommy Smith	7005 Lendarri Way	Coves	
Kevin Barash	221 Yardarm Way	Coves	
Tim Ellsworth	7100 PIRATES COVE #1089	PAVILIONS	
Deborah L. Barr	7100 Pirates Cove #2036	Pavillions	
Wangnet Farrell	7100 Pirates Cove #1038	Pavillions	
Miss M. Etarkin	7100 Pirate Cove Rd	Pavillon	
Ken S. Moore	7100 PIRATES COVE RD	PAVILLIONS	
Lois Larson	7100 Pirates Cove Rd.	Pavillions	will decrease our property value & pollution
Richard Sher	7100 Pirates Cove Rd #1023	PAVILLIONS	
James F. Conannon	217 Crosswind Way	The Coves	
Jimmy Dawkins	7100 PIRATE COVE RD #1034	The pavillion	
Zelda Perlin	7100 Pirate Cove Rd #1040	The pavillion	
Gerald Pagan	7100 Pirate Cove #1031	"	
Lucas Pagan	7100 Pirates Cove Rd #1031	Pavillions	
Sh. Laby	7100 Pirate Cove #1047	Pavillions	
Lawry	7100 PIRATE COVE #1031	Pavillions	
Ellen Schma	7100 Pirates Cove Rd #2092	Pavillions	
Paul Wren	7100 Pirates Cove #1086	"	
Dr. King	7100 Pirates Cove #1069	Hughes Rd	PS 11, 1020

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NAME	ADDRESS/PHONE#	LOCATION	COMMENTS
46 MARK E. Hoover	7100 PIRATES Cove Rd. 2097 228-1910	PAU 11 NMS	would pose danger to children in neighborhood from increased traffic
Jean Jackson Highstone Jackson	7100 Pirates Cove #1101 240-2779	Panillho's	Too Much Traffic, congestion in Bridge No longer safe area
Seymour Seigelman	7100 Pirates Cove #2083 254-8602	PAU	you only want this because of K-Mart being built on Washington fear want more access for the Jim against it!!!
43 EDWARD R. ROOSEN	7100 PIRATES COVE RD 1081		
44 Dan Krumenacher	7100 Pirates Cove 1057		
45 Clay Price	1013		
46 Calvin Pasotto	7100 PIRATES COVE 1001	}	TO MUCH TRAFF NOT SAFE FOR OUR NEIBOR
47 Jean Cato	7100 PIRATES COVE 1002		
48 Robert K. Pijunata	7100 PIRATES COVE #1119		
49 Nancy Lee Davis	7100 Pirates Cove #1112		Air Pollution
Debbie Barnhill	7100 Pirates Cove Rd #2075		Too much Traffic Noise Blocks Accidents VFW

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NAME	ADDRESS/PHONE#	LOCATION	COMMENTS
Sheila Lass	7100 Pirates Cove #2076	Tenaya + Pirates Cove traffic	Too much
Dean Whit	7100 Pirates Cove #1006	It would be too noisy	and make

(1 - 2) 2-12

**SKLAR WARREN CONWAY
WILLIAMS & ROSENFELD
LLP**

LAW OFFICES
221 North Buffalo Drive, Suite A
Las Vegas, Nevada 89128
(702) 360-6000 • Fax: (702) 360-0000
E-Mail: admin@sklar-law.com

July 6, 1999

Daryl N. James, P.E., Chief
NDOT, Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89172

Re: U.S. 95 Expansion – Intersection at Decatur and Churchill

Dear Mr. James:

I am legal counsel for Robert Margison, Jr., owner of the Allstate Insurance Agency located on the Northwest corner of South Decatur and Churchill (140 S. Decatur Blvd.). We have had much correspondence with the Department of Transportation and with various other officials involved in this project, and we have been monitoring the process. I see that Mr. Kent Cooper, of the Nevada Department of Transportation, copied you on his April 28, 1997 letter to me. Mr. Margison and I have attended numerous meetings of the U.S. 95 Citizens' Review Committee and the Charleston Neighborhood Preservation Group, in an effort to proceed through all the proper channels.

In reviewing the Draft Environmental Statement, Section 4(f) Evaluation, we are very concerned that the proposal is to establish a median, at the intersection of Decatur and Churchill, which would eliminate the existing left turn (on to Churchill) capability for traffic heading North on Decatur. It would also prevent residents from turning left off of Churchill onto Decatur, to get to the I-95 westbound on-ramp.

Those changes would result in a substantial impairment of access to the businesses and residences affected.

Both the U.S. 95 Citizens' Review Committee and the Charleston Neighborhood Preservation Group have agreed with our prior written comments of public record, and have recommended leaving the intersection at Decatur and Churchill "as is" (see portions of comments, attached as Exhibit "A" hereto). In addition, please see the 40 petitions, attached hereto as Exhibit "B", received from affected businesses and residents, 34 of which are in favor of leaving the intersection intact.

The proposed median would unnecessarily restrict the flow of traffic. As the Charleston Neighborhood Preservation Group states, it would be a wiser expenditure of

7:00:40

SKLAR WARREN CONWAY
WILLIAMS & ROSENFELD
LLP
LAW OFFICES

funds to build a pedestrian walkway for students crossing the Decatur overpass (enclosed like the one at I-95 and Tropicana) than to construct the proposed median.

Thank you very much. Please let me know if there is anything more we can do in furtherance of this important cause.

Very truly yours,



JEFFREY D. CONWAY

EXHIBIT A

Modest Route Changes:

Good

→ It was requested that the proposed frontage road which runs parallel to the freeway from Yale Street to Kayak street (shown on fig. V-18 and V-19 of Draft Section 4F evaluation) be extended further East, past Michael Way, up to Orland Street. This would eliminate the homes on Reba Way and would provide a longer frontage Road. The homes on Reba Way would be taken and the rear yards of homeowners on Tanya Street would be facing a larger buffer zone (this would eliminate the front homes on Reba from being located directly across the street from 18' soundwall).

good
Recommend this be considered, Provided cost is not unnecessarily Prohibitive. This would widen buffer zones for remaining residents.

→ The Decatur interchange will be reconfigured as a part of this project. The reconfiguration entails the establishment of a median at Decatur and Churchill, which would eliminate the existing left turn lane (heading North of Decatur) onto Churchill. The establishment of a median would also prevent the residents from entering on the freeway on ramp by crossing over Decatur directly onto the freeway ramp. It has been requested by two small business owners that the proposed median be eliminated to allow for a left hand turn from Decatur Northbound, on to Churchill Westbound.

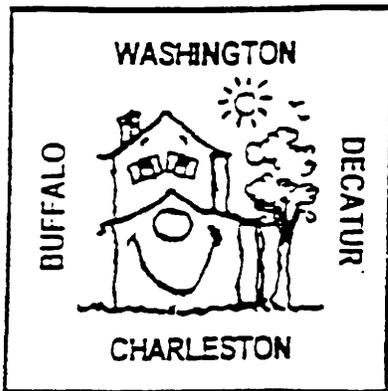
Prior discussions with technical help provided on a riding tour of the interchange indicated that this change would not be difficult or costly. It is recommended that the request of the business owners and neighbors who reside on the streets accessed by Churchill Street be implemented into the final plan for the interchange.

Call Mrs. G.

→ A request has been made of homeowners on Lowden Lane (just south of freeway and West of Adcock School) that all homes on both side of Lowden Lane be taken so as to provide a deeper buffer zone on the remaining residences.

It appears from studying figure V-16 of draft section 4F evaluation that a total of 7 homes would remain on the North side of Lowden Street (with 9 Homes to the East being taken) and Approx. 15 homes would stay as is On the south side of the street. It is Recommended that perhaps the 3 Properties to the West of the properties proposed to be acquired, on the North Side of Lowden be taken, which would be the closest remaining to the expanded freeway. It does not appear to be cost effective to take any of the homes on the

So. side of Lowden. (2)



CHARLESTON NEIGHBORHOOD PRESERVATION

"Doing things today that will make a difference tomorrow"

Access:

(this includes Air Quality, Aesthetics, Land use & Noise, Emotional, Social and Physical Health, but not limited to these)

Roadways out of the Las Vegas Valley are t wo. U.S.95 is the single focus of funds. Desert Inn is planned to connect with the West perimeter Beltway which connects to I-15, only the second way out of our valley.

Modest Route Changes:

(includes Access as well as all other areas of impact)

Our preferred change is the NO BUILD which translates to not widening US 95 between Rainbow & the I-15 interchange, while improving efficient routes to the beltway with the widening of 15 & 95 highways at the city limits and beyond.

NDOT & FHWA map figures V-11 & V-12 show a proposed frontage road parallel to US95 from Yale to Kayak streets. Lengthening this road West to Orland St. would provide the needed buffer zone to widened US 95 horrors by eliminating homes on Reba Way where residents would have a 'sound wall' "in t heir faces". (one of these residents suffered a heart attack during the March 1999 U.S.95 Citizens Review Committee meeting in LV city hall chambers and was pronounced dead that evening)

Decatur interchange reconfiguration proposals will impose cruel and disasterous results to all businesses in the Decatur Crossing Shopping Center as well as Hearing by Design, Red Lobster, Margison's Allstate Insurance and Port O Subs. Hundreds of residents, especially those on Minnesota & Churchill streets will have access out of their neighborhood only by meandering for a mile and more through it.

We recommend the Churchill access and traffic signal remain as it is today since the proposed median will prevent efficient & effective traffic flow.

Students crossing the Decatur overpass can be protected by a pedestrian walkway over the freeway, enclosed as at I-15 and Tropicanna. A wise expenditure of monies rather than a 'median' for this area.

Relocation:

We recommend that the Las Vegas Councilmen and Mayor inform the residents that the only 2 booklets which NDOT Right-of-Way Nevada Division personnel may distribute to them are RELOCATION ASSISTANCE IN NEVADA and NEVADA HIGHWAYS AND YOUR PROPERTY. They are from the Federal Highway Administration (FHWA).

The mayor and councilmen MUST also share the brutal facts that individual negotiations are whatever the homeowner physically, emotionally, psychologically & intellectually as well as financially can withstand.

EXHIBIT B

==

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

 N/A
yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

NORWEST FINANCIAL NEVADA, INC. #752

NAME

220 S. Decatur #105

ADDRESS

LV, NV, 89107

*LEAVE SPACE IN
DECATUR/CROSSINGS*

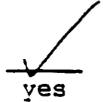
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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.



yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

NAME

ADDRESS

Reginald G. Gley
240 S. Decatur
WV, WV 259107

PORT OF SUBS RESTAURANT

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

ROBERT MARGISON
NAME

140 So. DECATUR BLVD.
ADDRESS

L. V., NV., 89107

ALLSTATE
INSURANCE
COMPANY

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

JUNY KORNEY
NAME

4909 Churchill
ADDRESS

L.V., NV., 89107

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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Rocael Valenzuela
NAME

5101 W Churchill Av.
ADDRESS

Las Vegas, Nv. 89107

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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

NAME

ADDR

K Willard L. Kelley
5108 Churchill Ave.
Las Vegas, NV 89107-2710

Absolutely NOT!

We purchased our home (5108 Cherokee) in April, 1967.

We watched with enthusiasm the growing & the developing of a commercial area that would eventually be to our convenience.

We attended many meetings concerning this tract. Whenever we did not agree with a proposed development, together with our neighbors, we signed petitions and made good decisions. Therefore, we

You have a nice Com-
munity surrounding
us.

We Ask that you do
not remove the traffic
light & the intersection.

To do so, would decrease
the value of our homes
& be a great detriment
to all of us.

Mrs. Willard Kelley

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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yes no DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Daniel Thorne
NAME

5012 Harmony
ADDRESS

L.V. New. 89107
740-8677

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

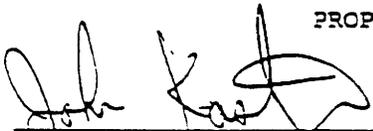
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yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?



NAME

5013 Churchill ave

ADDRESS

LV NV 89107

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yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

E. C. Higgins

NAME

4912 Churchill Ave

ADDRESS

Las Vegas NV
89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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yes no DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Joseph & Melvona Zankowski
NAME

128 S. Yale St
ADDRESS

Las Vegas NV 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Sharon Halverson
NAME

150 South Decatur Blvd
ADDRESS

Las Vegas NV 89107
0

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~~I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.~~



yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

RUBEN FRAGOSO
NAME

5004 CHURCHILL
ADDRESS

LAS VEGAS, NV. 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Gileen Larsen
NAME

4812 Harmony Ave
ADDRESS

Las Vegas, Nv 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Kimberly MacDonald
NAME

5008 Harmony Ave
ADDRESS

Las Vegas, NV 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

WAYNE + JANET NORDINE
NAME

4600 Churchill Ave
ADDRESS

LAS VEGAS, NV

89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Denise Ann Boucher
NAME

5100 Churchill Ave.
ADDRESS

L.V. 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Roger Anderson
NAME

4913 Churchill
ADDRESS

LV NV 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CEURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CEURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes no DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBOREOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

ALEXANDER MOLINA
NAME

4805 Churchill Ave
ADDRESS

L.V. NV 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

1 *Diana Gibson's choice*

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

1 *Jim Gibson's choice*

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

1
yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Jim & Diana Gibson
NAME

4011 Churchill Ave
ADDRESS

Las Vegas, Nevada
89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

X

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

X
yes

_____ no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Dorota Jastrow
NAME

4912 Harmony Ave
ADDRESS

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.



I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.



I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.



yes



no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

GEORGE E. CHARLTON, JR.
NAME

4809 CHURCHILL AVE
ADDRESS

LAS VEGAS NV 89107



PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Mary L. Dike
NAME

5105 Churchill Ave.
ADDRESS

Las Vegas, W. 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

RANDALL J. VINCENT
NAME

5204 CHURCHILL AV.
ADDRESS

LAS VEGAS, NV.

I BOUGHT MY HOUSE BECAUSE OF THE GREAT LOCATION AND ACCESS TO US95. I HAVE SEEN A NUMBER OF FOR SALE SIGNS GO UP IN THE NEIGHBORHOOD WITH SOME SELLING FOR LESS THAN THEIR WORTH

RJ Vincent

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Jacqueline Bannon
NAME

5710 W. Bannon (4905 Harmony)
ADDRESS

Las Vegas, Nev.

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

X

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

X
yes

_____ no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Bonny Del Dotto

NAME

5208 Harmony Ave.

ADDRESS

Las Vegas, NV 89107

877-3697

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Hunter Duhle
NAME

HUNTER DUHLE

5105 HARMONY AVE
ADDRESS

Wm 89109

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

William E. Owen
NAME

124 S. Main Street ST
ADDRESS

29107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

X

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

X
yes

_____ no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Tom Bishop T. P. Party
NAME

5104 Churchill
ADDRESS

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

 I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

 ✓

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

 ✓
yes no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Edmond F. Allison
NAME

5201 HAMMOND
ADDRESS

LV, NV. 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

 I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

 X I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

 X DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Richard M Caselman
NAME

5013 Harmony
ADDRESS

LV NV 89/07

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

 I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

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 DO YOU FEEL THAT THE ELIMINATION OF THE
yes no DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS
TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR
PROPERTY VALUE?

Judy Pixley

Judy Pixley
NAME

5001 Churchill Ave.
ADDRESS

Las Vegas, NV 89107

See comments
↓

1. the closure of the intersection would obviously be unfair to the business owners and employees that exist and work on Churchill + adjacent streets
2. a raised area on Decatur (for the new bridge) could cause flood problems
3. a raised area on Decatur (bridge) would destroy the viewshed of Frenchman's Mountain
4. I would oppose the diversion of traffic forcing cars through the neighborhood
5. access to neighborhood schools (including by foot) needs to be considered
6. safety for existing property owners + pedestrians needs to be considered

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORECOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Alan-Marilyn Edwards
NAME

4808 Harmony Ave
ADDRESS

L.V. Rev 5/9/57

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

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I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Spuren Dalton
NAME

120 S. Yale St
ADDRESS

120 S. Yale St

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

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yes no DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE? *alittle*

K.S. Griffin
NAME
128 S. Minn. St
ADDRESS
LV 1/4 89107

(increase)

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

X

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

X
yes

_____ no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

KEN CA TELLO
NAME K. Bell

4905 Churchill AVE.
ADDRESS

Las Vegas NV.

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

X I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

_____ I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

X _____ DO YOU FEEL THAT THE ELIMINATION OF THE
yes no DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS
TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR
PROPERTY VALUE?

Barnett
Adelle Hale
NAME

4408 Churchill Ave.
ADDRESS

Lawrenceville GA 30047

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

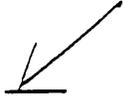
John B. Petruskas
NAME

John B. Petruskas

3113 Churchill Ave
ADDRESS

Las Vegas NV 89107

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.



I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.



I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.



yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Donald R. Hayes
NAME

5004 Harmony ave
ADDRESS

Las Vegas NV 89104

PLEASE INDICATE YOUR CHOICE BELOW, CONCERNING THE INTERSECTION OF DECATUR BLVD. AND CHURCHILL AVE.

*

I DO NOT WANT THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE ELIMINATED. I WOULD LIKE THE INTERSECTION TO STAY AS IS WITH A STOP LIGHT.

I WOULD LIKE THE INTERSECTION OF DECATUR BLVD AND CHURCHILL AVE TO BE ELIMINATED, WITH THE STOP LIGHT REMOVED.

*

yes

no

DO YOU FEEL THAT THE ELIMINATION OF THE DECATUR/CHURCHILL INTERSECTION WOULD RESTRICT YOUR ACCESS TO THE NEIGHBORHOOD AND RESULT IN A DECREASE IN YOUR PROPERTY VALUE?

Charles. Bonnie Jean Hutchens
NAME

5012 Churchill
ADDRESS

L.V., NV. 89107

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Paul B. Noden & Doreen W. Noden
HOMEOWNER

6-5-99
DATE

3676 RENOVATE
ADDRESS

#203
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

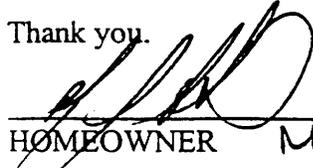
Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.



HOMEOWNER

Mary Ann Sosa

6/1/99

DATE

3673 Ian Thomas St

ADDRESS

201

UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
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Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

James D. Cooley
HOMEOWNER

6.1.99
DATE

7041 SUNHAMPTON AVENUE
ADDRESS

203
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Tom & Jennifer Hrdina Jr
HOMEOWNER

6-1-99
DATE

7041 Doug Deaner Ave
ADDRESS

201
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

of
Environmental Service Division
2

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

at Sunhampton Condo Complex
west of the highway 95 freeway

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and
Craig and Rainbow, west of the highway 95 freeway expansion.

about the additional noise that

We are concerned about the additional noise that will be generated due to the

maximum high Noise Abatement

Please erect the maximum high Noise Abatement Wall.

Thank you.




HOMEOWNER

6/10
DATE

3601 Renovah Street

3601 Renovah Street
ADDRESS

#10
UNIT

89129

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Ingram Albert
HOMEOWNER

5-29-99
DATE

3672 Angela Robin Str # 202
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Deena & Steven Moskowitz
HOMEOWNER

5/21/99
DATE

3660 Renovah St
ADDRESS

203
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

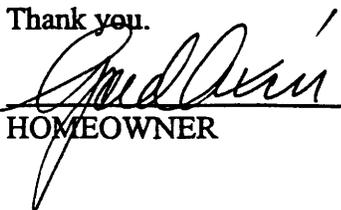
Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.



HOMEOWNER

5/29/99
DATE

3637 IAN THOMAS ST
ADDRESS

101
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Robert Goodrich
HOMEOWNER

5-23-99
DATE

7041 Sunhampton
ADDRESS

206
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Leonard J. Bellman
HOMEOWNER

5-23-99
DATE

3677 RENOVAH ST.
ADDRESS

#204
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Marisa Sudette

HOMEOWNER

5-23-99

DATE

3677 Rencova h s.l

ADDRESS

105

UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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1263 S. Stewart Street
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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Mari B. Nichols
HOMEOWNER

5-19-99
DATE

7041 SUNHAMPTON AVE
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
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NDOT Environmental Service Division
1263 S. Stewart Street
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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Alice Sanchez
HOMEOWNER

5-20-99
DATE

7061 Roscoe Ave.
ADDRESS

102
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Please erect the maximum high Noise Abatement Wall.

Thank you. *Jacob*
Roy Smith / Flora Smith
HOMEOWNER

5-19-99
DATE

3672 Angela Robin #201
L.V. Nev. 89129
ADDRESS

201
UNIT

LAS VEGAS, NV 89129

RECEIVED
99 MAY 24 9:39

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Janice Wyszowski
HOMEOWNER

5-20-99
DATE

3677 Renewal
ADDRESS

#203
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Donna L. Clark
HOMEOWNER

June 15, 1999
DATE

7041 Sunhampton Ave.
ADDRESS

207
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

LAS VEGAS, NV 89180

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Norma Spagnolia
HOMEOWNER

5/24/99
DATE

7041 Sun Hampton Ave.
ADDRESS

104
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

LAS VEGAS, NV 89180

(702) 362-6262

E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Joseph Winkelman
HOMEOWNER

5/22/99
DATE

3613 Shawn Reynolds Ct.
ADDRESS

102
UNIT

LAS VEGAS, NV 89129

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C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Shelene G. Nolan
HOMEOWNER

5-24-99
DATE

3673 San Thomas St.
ADDRESS

#206
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Thank you.

Helena G. Nolan
HOMEOWNER

5-24-99
DATE

3673 San Thomas St.
ADDRESS

#106
UNIT

LAS VEGAS, NV 89129

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Thank you.

Michelle Peters
HOMEOWNER

5-22-99
DATE

3676 Renovah
ADDRESS

#202
UNIT

LAS VEGAS, NV 89129

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C/O TERRA WEST PROPERTY MANAGEMENT
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NDOT Environmental Service Division
1263 S. Stewart Street
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Russ Rainie
HOMEOWNER

5-21-99
DATE

7041 DAVE DEANER
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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Please erect the maximum high Noise Abatement Wall.

Thank you.

LeRoy E Tibbits
HOMEOWNER

May 20, 1999
DATE

3636 Angela Robin St
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Sue Campbell
HOMEOWNER

5-24-99
DATE

3676 Benovak St
ADDRESS

205
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Anthony C. Joole
HOMEOWNER

5/20/99
DATE

3613 SHAWN REYNOLDS CT.
ADDRESS

#103
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

LAS VEGAS, NV 89180

(702) 362-6262

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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Thank you.

V. Jeannie Williams
HOMEOWNER V. JEANNIE WILLIAMS

5-20-99
DATE

3636 ANGELA ROBIN ST
ADDRESS

106
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
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Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Edna M Fletcher
HOMEOWNER

5-20-99
DATE

3660 RENOVAA STREET
ADDRESS

105
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Frank / Marilyn Petrack
HOMEOWNER

5-20-99
DATE

3673 Saw Thomas St.
ADDRESS

205
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

LAS VEGAS, NV 89180

(702) 362-6262

E-MAIL: hoa@terra-west.com

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NDOT Environmental Service Division
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Thank you.

Horace M. Garrison
HOMEOWNER

5-21-99
DATE

3677 Reservoir St.
ADDRESS

101
UNIT

LAS VEGAS, NV 89129

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Carson City, NV 89712

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Thank you,

Clarence Dressel and
HOMEOWNER Jane R. Dressel

5/20/99
DATE

3672 Angela Robin St.
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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PO BOX 80900
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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

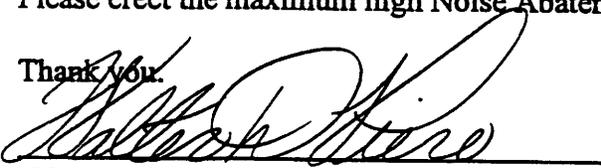
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Please erect the maximum high Noise Abatement Wall.

Thank you.


HOMEOWNER

20 MAY 99
DATE

3637 Ian Thomas St.
Las Vegas, NV 89129
ADDRESS

106
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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Carson City, NV 89712

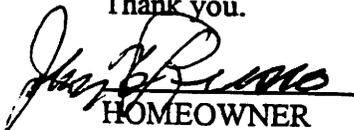
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Thank you.


HOMEOWNER

5-19-99
DATE

3636 HAYWARD AVE. BOBILN. ST.
ADDRESS

105
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Vivian Brown
HOMEOWNER

05-19-1999
DATE

3660 RENOVAH Street
ADDRESS

101
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Thank you.

Clara T. Higgins
HOMEOWNER CLARA T. HIGGINS

5-20-99
DATE

7061 ROSCOE AVE.
Las Vegas, Nv. 89129

ADDRESS OWNER
9717 Tiaquinn Ave. #102
Las Vegas, Nv. 89129

#101
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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Carson City, NV 89712

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Thank you

Rita L. King
HOMEOWNER

5/20/99
DATE

3677 RENOVIAH ST
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

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NDOT Environmental Service Division
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Carson City, NV 89712

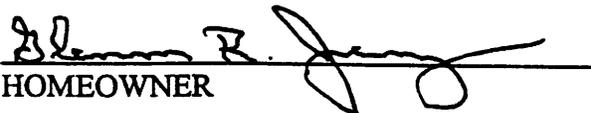
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Thank you.


HOMEOWNER

5/19/99
DATE

3672 ANGELA ROBIN ST.
ADDRESS

104
UNIT

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Thank you.

Benjamin H. Hoffman
HOMEOWNER

7041 DOUG DEANER AVE

LAS VEGAS, NV 89129
ADDRESS

5/20/99
DATE

104
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Ann Schrock
HOMEOWNER

5/19/99
DATE

3613 Shawn Reynolds Ct.
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

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NDOT Environmental Service Division
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Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

◆ Please erect the maximum high Noise Abatement Wall.

Thank you.

Milt Batson
HOMEOWNER

5/20/99
DATE

ADDRESS

#104
UNIT

LAS VEGAS, NV 89129



From The Silver State
Milt Batson
Construction Estimator
3660 N. Renovah St. #104
Las Vegas, NV 89129-1724

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

MORDE L. MARTIN, JR.
HOMEOWNER

05/20/99
DATE

3660 RENOVAN ST.
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

**SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT**

PO BOX 80900

LAS VEGAS, NV 89180

(702) 362-6262

E-MAIL: hoa@terra-west.com

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Joseph A. Roberge
HOMEOWNER

5-19-99
DATE

7041 SUNHAMPTON AVE
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Blouin's R. Maslow Sr.
HOMEOWNER

5-19-99
DATE

3672 Angela Robin St.
ADDRESS

105
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Naumen Giplin
HOMEOWNER

5/22/99
DATE

3637 Dan Thomas Street
ADDRESS

206
UNIT

LAS VEGAS, NV 89129

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C/O TERRA WEST PROPERTY MANAGEMENT
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Charles F. O'Neill
HOMEOWNER

5/19/99
DATE

3660 Renard St
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT

PO BOX 80900

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Nikki Andersen

HOMEOWNER

Nikki Andersen

7061 Roscoe #204

ADDRESS

5/20/99
DATE

204
UNIT

LAS VEGAS, NV 89129

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C/O TERRA WEST PROPERTY MANAGEMENT
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Please erect the maximum high Noise Abatement Wall.

Thank you.

Fabryne
HOMEOWNER

5-20-99
DATE

3661-Renovak
ADDRESS

105
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Rona L. Andrews
HOMEOWNER

5/27/99
DATE

3672 Angela Robin St
ADDRESS

#206
UNIT

LAS VEGAS, NV 89129

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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

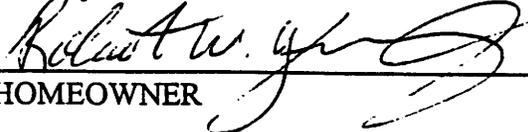
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Please erect the maximum high Noise Abatement Wall.

Thank you.


HOMEOWNER

7/24/99
DATE

7041 Dog Deaner #205
ADDRESS

M-10
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
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NDOT Environmental Service Division
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Thank you.

GARY MASHORE
HOMEOWNER

5/20/99
DATE

7061 ROSCBE AVE. #203
ADDRESS

203
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

WADG + MONICA STEVENS
HOMEOWNER

5-27-99
DATE

3673 Ben Thomas
ADDRESS

105
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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Please erect the maximum high Noise Abatement Wall.

Thank you.

MICKIE LINDQUIST
HOMEOWNER

MAY 26, 1999
DATE

3676 RENOVAH
ADDRESS

#15 102-103-104
UNIT

LAS VEGAS, NV 89129

I own four of these units and the noise is very disturbing - causes a problem in leasing them and this is my primary source of income

SUNHAMPTON HOMEOWNERS ASSOCIATION
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Thank you.

Quvette Hoepfner
HOMEOWNER

5-20-99
DATE

3112 SHAWN REYNOLDS CT
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

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Thank you.

Charlene G. Mayfield
HOMEOWNER

5-20-99
DATE

3637 Ian Thomas St.
ADDRESS

#201
UNIT

LAS VEGAS, NV 89129

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Thank you.

Earl C. Peattie
Shirley F. Peattie

HOMEOWNER

5/21/99

DATE

Earl C. Peattie
Shirley F. Peattie
3676 Renovah St.

ADDRESS

105

UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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Thank you.


HOMEOWNER

5/20/99
DATE

3636 ANGELA ROBIN ST.
ADDRESS

201
UNIT

LAS VEGAS, NV 89129

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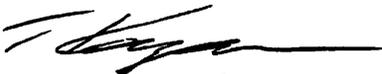
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Thank you.


THOMAS E KEEGAN
HOMEOWNER

5-19-99
DATE

3660 RENOVAH ST.
ADDRESS

201
UNIT

LAS VEGAS, NV 89129

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PO BOX 80900
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(702) 362-6262
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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Dale M. Tubbs
HOMEOWNER

5/21/99
DATE

3672 Angela Robin ST
ADDRESS

106
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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PO BOX 80900
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1263 S. Stewart Street
Carson City, NV 89712

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Thank you.

Edward J. &
Vernelle W. Jennings
HOMEOWNER

5-23-99
DATE

3673 Las Thomas St.
ADDRESS

#104
UNIT

LAS VEGAS, NV 89129 - 1745

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

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NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

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Thank you.

Barbara Corrado
HOMEOWNER

5-20-99
DATE

3673 Las Thomas St.
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

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Thank you.

Mrs Leonora B. Johnston
HOMEOWNER

5-20-99
DATE

7041 Sunhampton pvc.
ADDRESS

205
UNIT

LAS VEGAS, NV 89129

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Thank you.



HOMEOWNER

5.23.99
DATE

3672 Angel Robin St
ADDRESS

#102
UNIT

LAS VEGAS, NV 89129

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Thank you.

Rolla + Charleen Stade
HOMEOWNER

5-19-99
DATE

1041 Sunhampton Ave.
ADDRESS

102
UNIT

LAS VEGAS, NV 89129

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Thank you.

Bernal Investments
HOMEOWNER

5/20/99
DATE

3636 Angela Robin St.
ADDRESS

#206
UNIT

LAS VEGAS, NV 89129

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Carson City, NV 89712

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Celeste Jacobs
HOMEOWNER

5-20-99
DATE

31073 Ian Thomas St
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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NDOT Environmental Service Division
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Carson City, NV 89712

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Thank you.


HOMEOWNER

5/24/99
DATE

3661 Renovah St
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

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C/O TERRA WEST PROPERTY MANAGEMENT
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NDOT Environmental Service Division
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Carson City, NV 89712

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Barbara Sperry
HOMEOWNER

5/24/99
DATE

3661 Renova St # 102
ADDRESS

102
UNIT

LAS VEGAS, NV 89129

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Carson City, NV 89712

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Thank you.


HOMEOWNER

5/25/99
DATE

3677 RENOVAN ST.
ADDRESS

#202
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

John Needham
HOMEOWNER

5-25-99
DATE

3637 Ian Thomas St, #~~202~~
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Jan J. Murphy
HOMEOWNER

24 May 99
DATE

7041 Doug Deane Dr
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
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Thank you.


HOMEOWNER

5-24-99
DATE

3661 RENOVAH ST.
ADDRESS

204
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Kenneth E Boyd - Kathleen M Mingo
HOMEOWNER

5-24-99
DATE

7061 Roseal Ave
ADDRESS

202
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
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We are concerned about the additional noise that will be generated due to the increase in traffic.

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Thank you.

Grace C. Clark
HOMEOWNER

5/24/99
DATE

366 Renovaki St
ADDRESS

#102
UNIT

LAS VEGAS, NV 89129

SUNHAMPTON HOMEOWNERS ASSOCIATION
C/O TERRA WEST PROPERTY MANAGEMENT
PO BOX 80900
LAS VEGAS, NV 89180
(702) 362-6262
E-MAIL: hoa@terra-west.com

Daryl James, P.P. chief
NDOT Environmental Service Division
1263 S. Stewart Street
Carson City, NV 89712

Dear Mr. James,

I am a homeowner at Sunhampton Condo Complex at the corner of Gowan and Dalecrest between Craig and Rainbow, west of the highway 95 freeway expansion.

We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

Sybil Deenias
HOMEOWNER

5-25-99
DATE

3636 Angela Rubin #102
ADDRESS

102
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Pamela Hyde
HOMEOWNER

5/24/99
DATE

7041 Sunhampton Ave
ADDRESS

#107
UNIT

LAS VEGAS, NV 89129

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Please erect the maximum high Noise Abatement Wall.

Thank you.

Chris Janz

HOMEOWNER

May 24th, 1999

DATE

3636 Angela Robin #

ADDRESS

101

UNIT

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We are concerned about the additional noise that will be generated due to the increase in traffic.

Please erect the maximum high Noise Abatement Wall.

Thank you.

George Carwan
HOMEOWNER

5-22-99
DATE

7061 Roscoe Ave #103
ADDRESS

103
UNIT

LAS VEGAS, NV 89129

APPENDIX H.2

**SUMMARY OF
PETITIONS AND FORM LETTERS**

APPENDIX H.2

SUMMARY OF PETITIONS AND FORM LETTERS

Forty form letters were received requesting that access from Churchill onto Decatur north not be blocked by a median on Decatur.

Fifty-two form letters were received requesting that the Catalina Apartments be spared any displacement impacts by designing the widening of US-95 to the south where the Mirabelli park is located.

Seventy-eight form letters were received from residents at the Sunhampton Condominiums requesting a maximum eight noise wall.

A petition that expressed opposition to the Tenaya Bridge over Summerlin Parkway, was signed by 52 people.

APPENDIX H.3

**RESPONSE TO
PETITIONS AND FORM LETTERS**

APPENDIX H.3

RESPONSE TO PETITIONS AND FORM LETTERS

Response to Comments of the Residents of the Catalina Apartments Located at 100 N. Wallace Avenue

The following is provided in response to approximately 52 individual letters (each letter being one of two identical forms) and a petition signed by approximately 61 residents received from the residents of the Catalina apartments located at 100 N. Wallace Avenue (north of US-95 and west of Jones Boulevard).

The 52 letters from residents and 61 resident petitioners are requesting that an alternative route be used which will avoid the displacement of residents of the Catalina Apartments. West of Jones Boulevard, US-95 is proposed to be widened on the north side, displacing a large portion of the Catalina Apartment Complex.

Widening of US-95 on the south side, west of Jones Boulevard, was considered and rejected because it would result in the displacement of:

- The Mirabelli Park, a City of Las Vegas neighborhood park,
- a Metro Police Substation,
- a Fire Station, and
- an approximately equal number of apartment homes located on the south side of US-95 opposite the Catalina Apartments.

Any alternative to widen US-95 west of Jones, would result in the displacement of a large number of apartment homes. A southerly alignment, avoiding the Catalina Apartments, would also displace several community facilities including a "publicly owned public park" which is a Section 4(f) Resource (see Section VII of the EIS).

Despite the residential displacements on the north side of US-95 west of Jones Boulevard, the proposed alignment will result in lesser overall impacts by avoiding Section 4(f) Resources (the Mirabelli Park) and community facilities.

Response to Comments of the Cove Town Homes and Other Residences off of Pirates Cove on Tenaya/Westcliff

The following is provided in response to a petition signed by approximately 52 residents of the Cove Town Homes and other residents along Pirates Cove near Tenaya Way:

A bridge for Durango Drive (located approximately 1 ½ miles west of Tenaya Way) over the Summerlin Parkway is included in the Regional Transportation Plan 1998-2020 as a project in the FY 2001 - 2005 time frame.

Tenaya Way is either existing or planned as a four lane roadway from Sahara Avenue, in the south, to Lone Mountain Road in the north, within the City of Las Vegas, a distance of about 7 miles. It is generally located less than ½ mile west of US-95 and is the closest roadway paralleling US-95 on the west side. At the present time, Tenaya Way is discontinuous at the Summerlin Parkway and at Charleston Boulevard. The existing right-of-way for Tenaya Way extends up to the Summerlin Parkway on both sides. The City of Las Vegas acquired property to make Tenaya Way continuous at Charleston Boulevard.

The extension of Tenaya Way across the Summerlin Parkway is viewed as a long-term project intended to provide congestion relief for Rainbow Boulevard, Buffalo Drive and US-95 in the long-term. Improvements to Tenaya Way are included as an integral part of the arterial street improvement element of the proposed project and are proposed in addition to a proposed overcrossing of the Summerlin Parkway at Durango Drive.

Response to Comments of Sklar Warren, Conway Williams & Rosenfeld, LLP, on Behalf of Robert Margison Jr., Owner of Allstate Insurance Agency, 140 S. Decatur Boulevard

The comment letter opposes the construction of a raised median on Decatur Boulevard restricting access to Churchill Avenue and provides approximately 41 individual identical petition forms from affected businesses and residents. Approximately 34 of the petition forms do not want the intersection of Decatur Boulevard and Churchill Avenue to be eliminated. The remainder of the forms support the elimination of the intersection.

The Nevada Department of Transportation concurs that the existing intersection configuration at Decatur Boulevard and Churchill Avenue will best serve the needs of the local community.

Response to Comments of the Sunhampton Homeowners Association

The following is provided in response to the approximately 78 individual identical letters received from homeowners at the Sunhampton Condo Complex at the corner of Gowan and Dalecrest, between Craig and Rainbow, west of US-95:

The 78 letters from homeowners are requesting that a maximum height noise abatement wall be constructed on the west side of US-95 to protect homes located at Gowan Avenue. These comments support the proposed action in the DEIS to construct an 18 ft. high noise wall in this location to provide noise mitigation for residences on the west side of US-95 generally between Alexander Road and Cheyenne Avenue.