



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

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

April 30, 2010

Mr. Charlie Vaughn
1400 Premier Court
Las Vegas, NV 89117

Subject: Nevada DOT Project NEON Draft Environmental Impact Statement Comments

Dear Mr. Vaughn:

In your Project NEON public hearing comments you raised four issues regarding the project's potential impact on the First Presbyterian Church of Las Vegas and Ellis Avenue. Your questions and Nevada Department of Transportation's (NDOT) responses are found below.

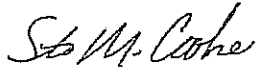
- **Q:** The project eliminates two curb cuts on Desert Lane and replaces them with one curb cut on half a street, Ellis Avenue. Why can't the designer design a special driveway for the church like they did for the fire house?
- **A:** The type, location, and design of curb cuts on local streets is beyond the scope of design detail available at this time. The engineering displays are meant to be generally representative of traffic patterns and street connections. Curb cut type, location and dimension will be refined with final design. Page 3-28 of the Draft Environmental Impact Statement notes "To replace access off Desert Lane, a driveway would be constructed to connect the church parking lots with Ellis Avenue."
- **Q:** Speaking of a special driveway, why didn't the designer make the special driveway a public thoroughfare, allowing taxpayers who visit the church and taxpayers living on Ellis Avenue ingress and egress from Oakey to Ellis?
- **A:** Alternatives G and H treat Desert Lane differently south of Charleston Boulevard. Alternative G cul-de-sac's Desert Lane for safety reasons at Charleston Boulevard because it is too near the southbound I-15 ramp intersections. Alternative G creates a connection to Oakey Boulevard to the south to maintain local street circulation and provide access to/from the fire station. Alternative H cul-de-sacs Desert Lane in a similar way, but cannot make the connection to Oakey Boulevard without taking additional residential properties, so the connection to Oakey Boulevard is not included in that alternative. So Alternative G provides the connection between Ellis Avenue and Oakey Boulevard for local residents, whereas Alternative H does not. Please see the enclosed exhibits for a better view of the local street access in this area.
- **Q:** The Church does have access to their west parking lot from Charleston Boulevard (a state highway). Why didn't the designer allow the church to use this curb cut every day?
- **A:** The type, location, and design of curb cuts on local streets is beyond the scope of design detail available at this time. The engineering displays are meant to be generally

representative of traffic patterns and street connections. Curb cut type, location and dimension will be refined with final design.

- **Q:** Why didn't the designer help the tax-paying people on Ellis Avenue by providing a full street for ingress and egress instead of half a street?
- **A:** Ellis Avenue is a local city street that is not being reconstructed as part of Project Neon. The City of Las Vegas is the best point of contact for this concern.

Your comments will be included in the Final Environmental Impact Statement and considered in the development of the preferred alternative. You have been included on the project mailing list and we will keep you notified of project progress and public events. If you would like to talk in more detail about your comments or would like additional information, please contact me at (775) 888-7013 or scooke@dot.state.nv.us. Thank you for participating in Project NEON.

Sincerely,



Steve M. Cooke, P.E.
Chief, Environmental Services Division
Nevada Department of Transportation