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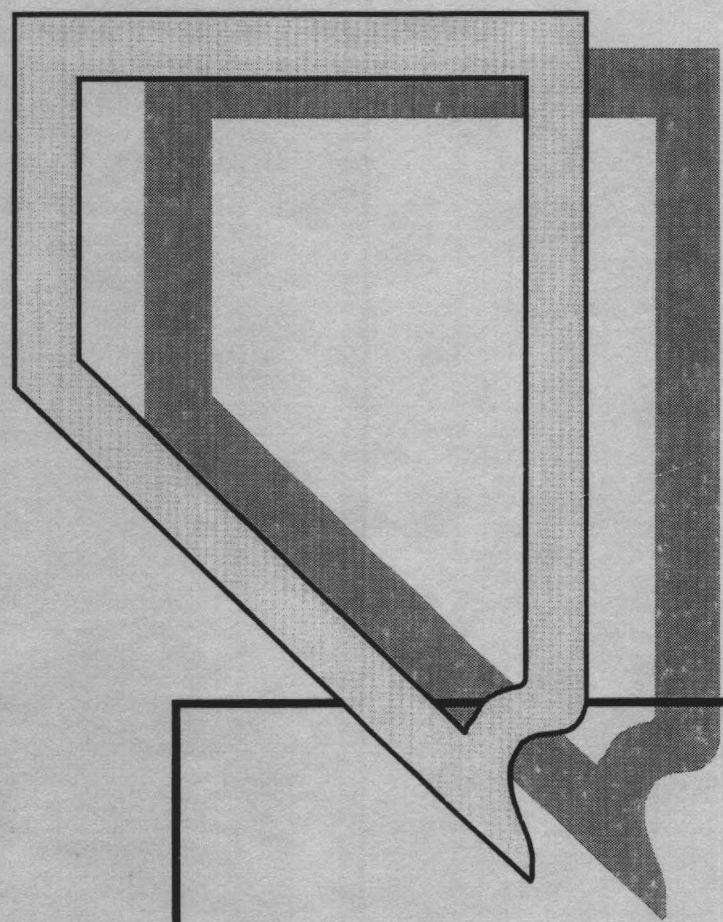
7-16-96

ENVIRONMENTAL ASSESSMENT

FHWA-NV-EA 96.05

June, 1996

*Federal Highway Administration
and the
Nevada Department of Transportation*



***Pahrump Valley Road
(SR-160)
Clark County, Nevada***

FHWA-NV-EA-96-05

PAHRUMP VALLEY ROAD (SR-160)
CLARK COUNTY, NEVADA
EA 71929-1

ENVIRONMENTAL ASSESSMENT

June, 1996

Submitted Pursuant to 42 USC 4332 (2) C) by the
U.S. Department of Transportation,
and
Nevada Department of Transportation

6-27-96

Approval Date



Federal Highway Administration
Division Administrator

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I. Proposed Action

A. Description

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is considering improving the Pahrump Valley Road (SR 160) from 1.6km (1 mi) west of Mountain Springs Summit to 3.5km (2.2 mi) south of the Clark/Nye County line. The total project will be 36.8km (22 mi) in length in Clark County, Nevada. The general location is depicted in Figure 1.

The first phase of the project will be from milepost 21.78 to mile post 27.33 a distance of approximately 8.8km (5.5 mi).

The proposed improvements, in phase one, will consist of constructing a new 11m (36 ft) wide 4-lane divided highway consisting of two 3.6m (12 ft) travel lanes with 1.2m (4 ft) inside shoulders and 2.4m (8 ft) outside shoulders. The existing 7.3m (24 ft) roadway, consisting of two 3.6m (12 ft) travel lanes, will receive a maintenance overlay. See Figure 2. All construction will take place within existing right-of-way. The present roadway will be brought up to the same typical section, as the new roadway, in future stages. This will consist of improving the vertical alignment, drainage, and adding shoulders. The first phase will cost an estimated five million dollars. Construction is scheduled to begin in late Fall of 1996.

Phases two and three are proposed to consist of constructing a 4-lane divided highway to match that section in Phase one within the existing right-of-way. Construction is tentatively scheduled for 1997 and 1998. Scheduling and specific designs are contingent on available funds.

B. Purpose and Need

The purpose of this project will be to improve the operational characteristics of the Pahrump Valley Road by providing a four lane divided highway which will meet the anticipated traffic volumes for the next twenty years. Average Daily Traffic (ADT) projected for 1996 for phase 1 is 4,855 vehicles per day (VPD). The Average Daily Traffic (ADT) is projected to reach 8,785 VPD in the year 2006 and 12,715 VPD by 2016. This increase is associated with residential growth in the Pahrump Valley.

A four-lane divided highway will provide the best improvement in accident reduction and the highest Level of Service. (See Table 1 below.) The Department's evaluation of traffic accidents indicates that the majority are most likely the result of unsafe passing maneuvers. Although a two-lane road with wide shoulders would help drivers avoid these unsafe maneuvers, a divided highway will provide the best, long-term, solution. Levels of Service are as follows:

SR-160 PAHRUMP VALLEY ROAD

FROM 1.6 km (1.0 miles) WEST OF MOUNTAIN SPRINGS SUMMIT TO
 3.5 km (2.2 miles) SOUTH OF THE CLARK/NYE COUNTY LINE
 (MILEPOST CLARK-21.78 TO CLARK-44.62)

8 km (5 Miles)
 To Pahrump

END PROJECT
END PHASE 3
 MP-CLARK 44.62

CLARK/NYE COUNTY LINE

T.20 S.
 T.21 S.

R.54E. R.55E.

R.55E. R.56E.

END PHASE 2
BEGIN PHASE 3
 MP-CLARK ± 35.5

R.57E. R.58E.

T.21 S.
 T.22 S.

R.56E. R.57E.

BEGIN PROJECT
BEGIN PHASE 1
 MP-CLARK 21.78



Mountain Springs Summit

END PHASE 1
BEGIN PHASE 2
 MP-CLARK 27.33

T.22 S.
 T.23 S.

35 km (22 Miles)
 To Interstate 15

NOTE: PHASE 1 SCHEDULED TO BEGIN CONSTRUCTION LATE FALL 1996
 PHASE 2 AND 3 SCHEDULED FOR CONSTRUCTION 1997 AND 1998

figure 1

SR-160 PAHRUMP VALLEY ROAD

PHASE 1-FROM 1.6 km (1.0 miles) WEST OF MOUNTAIN SPRINGS
SUMMIT TO 31.4 km (19.5 miles) SOUTH OF THE CLARK/NYE
COUNTY LINE (MILEPOST CLARK-21.78 TO CLARK-44.62)

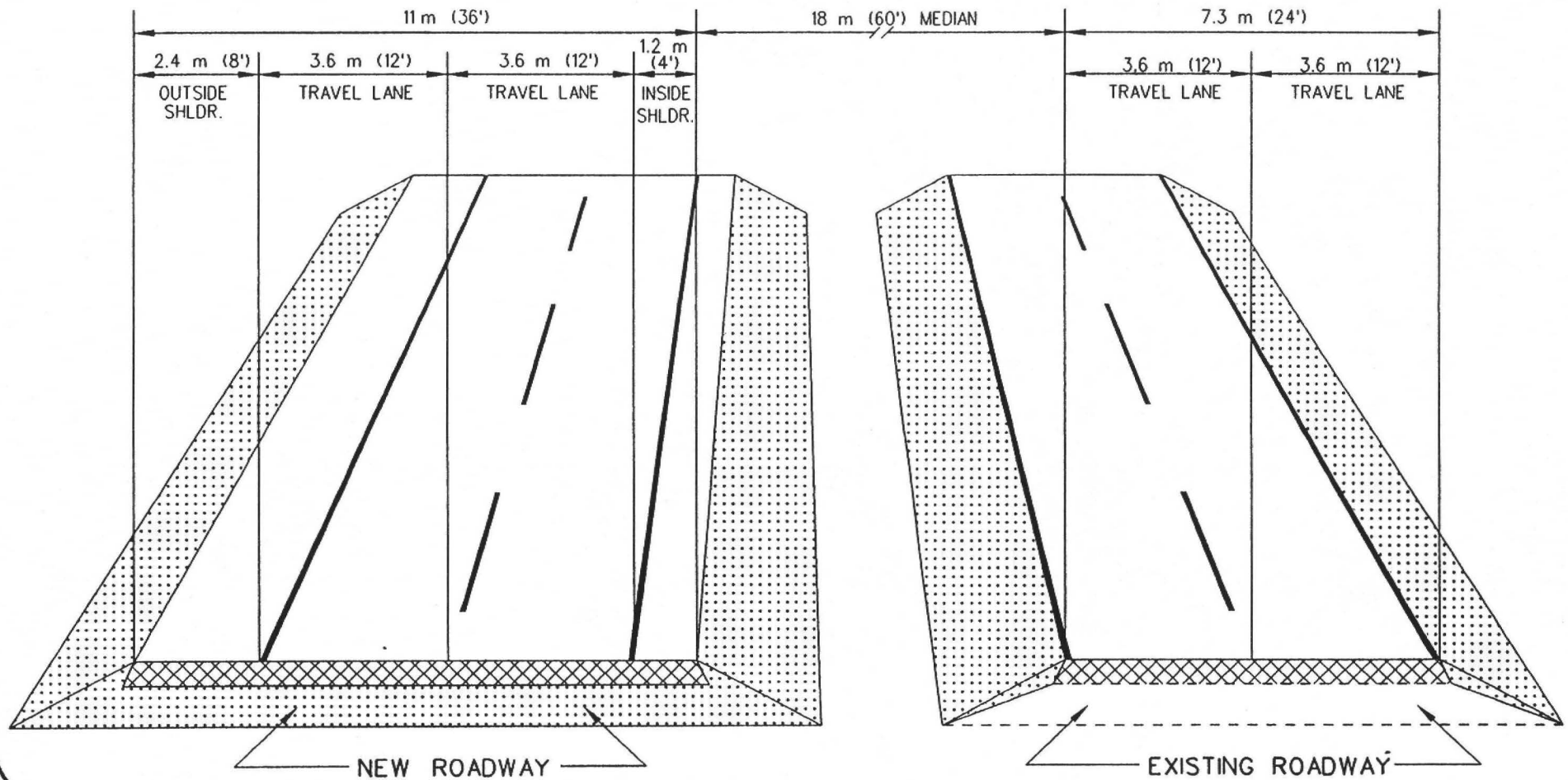


figure 2

TABLE 1
Levels of Service

<u>Traffic</u>		<u>Levels of Service</u>	
<u>Year</u>	<u>ADT</u>	<u>Two-Lane</u>	<u>Four-Lane</u>
1996	4,885	C	A
2006	8,785	D	A
2016	12,715	E	A

There is strong public pressure to construct a four-lane roadway versus constructing a two-lane or widening the existing facility. The growth, and general safety characteristics indicate that a four-lane road would best serve the public. The Pahrump Town Board passed a resolution supporting the concept of a four-lane roadway over widening the existing two-lane travelway. State Senator Mike McGinness, as his letter indicates, supports their position. The Resolution and Senator McGinness's letter can be found in Appendix C.

C. Alternatives

1. No Build

This alternative would leave conditions as they now exist. The No-Build Alternative was considered not feasible due to the safety concerns and increasing traffic needs. NDOT traffic projections, discussed in the Purpose and Need section, indicate a continuing increase in traffic on this roadway.

2. Alternative Number One

The Preferred Alternative. See Proposed Action, pp 1-2.

3. Alternative Number Two

Another alternative considered was the construction of a two-lane, 40' wide roadway. This would consist of 2- 3.6m (12 ft) travel lanes, and 2- 2.4m (8 ft) shoulders. This alternative was not selected due to a lower Level-of-Service and public dissatisfaction.

4. Alternative Number Three

The final option considered was a two lane 12.2m (40 ft) roadway with 2- 3.6m (12 ft) travel lanes, 2- 2.4m (8 ft) shoulders, and a 3.6m (12 ft) climbing lane. As with alternative number two this option was not considered viable due to public resistance and a lower Level-of Service.

II. Environmental Impacts and Mitigation

A. Areas of No Impact

1. Social Impacts

The decidedly rural nature of this project precludes any social impacts.

2. Air Quality

This project is outside the non-attainment area. No study is necessary.

3. Noise Quality

No noise sensitive receivers exist in this rural area. A simplified noise analysis indicates that the 65 dBA noise level contour would not go outside of the Right-of-Way limits. No impact can occur therefore, no further noise study is necessary.

4. Hazardous Waste

Field reviews indicate that no hazardous waste concerns exist.

5. Cultural Resources

Field surveys indicate that the proposed reconstruction of SR 160 will have "No Effect" on any significant cultural resource sites. The letter from the State Historic Preservation Officer (SHPO) concurring with these findings can be found in Appendix C.

B. Water Quality

1. Existing Conditions

This project crosses two hydrographic basins. From Mountain Springs to approximately seven miles west, the project is in the Mesquite Valley hydrographic basin. The rest of the project is in the Pahrump Valley hydrographic basin. The whole project is in the Central Hydrographic Region.

There are no perennial streams in the project area. There are approximately forty-five ephemeral washes that cross SR-160 in the project limits.

2. Impacts

Checking Nevada Division of Water Resources data indicates that no beneficial use of the wash water occurs in the project area. This project will not impact surface water.

3. Mitigation

The proposed project will cross forty-five ephemeral washes. A Clean Water Act Section 404 permit for dredge and fill within the waters of the United States will be applied for when the final design is set.

C. Hydrology

1. Existing Conditions

The existing roadway alignment for SR 160 crosses several natural watercourses. With the exception of the roadway, the watersheds are essentially undeveloped, and sparsely vegetated. The watercourses are typically lined with vegetation on the sides and have gravelly bottoms that range from approximately .3m to 3.6m (1 foot to 12 feet) wide. Drainage patterns are perpetuated across the highway alignment in small metal culverts, however, the culverts have a very limited capacity and the roadway is overtopped often.

The Federal Emergency Management Agency (FEMA) has identified the major watercourse within the project to be in a Zone A, meaning no base flood elevations or water surface profile was determined. This Zone typically indicates an area that was studied using approximate methods, such as delineating flood boundaries using aerial topography. No further information or discussion was found in the Clark County Flood Insurance Study.

2. Impacts

A new roadway will be constructed south of the existing travel lanes which will create a divided highway. The new lanes will cross natural watercourses similar to the existing lanes.

The largest watercourse crosses the proposed roadway alignment near Lovell Canyon Road, then flows west, roughly parallel to the existing roadway. The new lanes will be constructed to the south, causing a slight encroachment into the existing channel, for approximately 366m (1200 ft).

3. Mitigation

The existing flow patterns will be perpetuated beneath the new roadway for runoff events up to the 25-Year event.

For the area where the roadway will encroach into the existing channel, the embankment slope will be protected with riprap lining.

Construction of the new lanes and the minor channel encroachment will not create any adverse effects to upstream or downstream properties.

D. Biological Resources

1. Existing Conditions

The proposed construction area is located in southeast Clark County on State Route 160 between mileposts 21.78-44.62. The project begins approximately 1.61km (1 mi) west of Mountain Spring Summit and ends approximately 3.22km (2 mi) east of the Nye County line. Mountain Springs Summit is on the southern portion of the Spring Mountains at an elevation of approximately 1600m (5248 ft). As the project progresses west-northwest toward the City of Pahrump, the elevation gradually decreases. The western terminus is at an elevation of approximately 950m (3116 ft). The local topography is characterized generally by west-southwest sloping bajadas (alluvial fans) along the west flanks of the Spring Mountains. These bajadas are cut by numerous drainages of varying size. Soils consist of Quaternary alluviums derived from these various strata, and range from rocky sandy loams in the upper (eastern) reaches to pebbly, sandy loams in the lower (western) reaches. The climate here falls within what Jepson classifies as Desert-Zone 11, which is characterized by "wide swings in temperature: cold winters and nights; very hot summers and days; late spring frosts are likely; and windy "(Jepson 1993).

a. Vegetation

The vegetation within the project area varies and consists of several different plant communities that are common throughout the Mojave Desert region. The eastern end lies in a lower margin of pinyon pine (Pinus monophylla) Utah juniper (Juniperus utahensis) woodland community at approximately 1600m (5248 ft). Generally, this community is found between 1525-2440m (5000-8000 ft), with trees ranging from 3.05-9.15m (10-30 ft) tall, in open stands with shrubs between. This particular area is dominated by these two tree species with an understory of associates including blackbush (Coleogyne ramosissima), four-wing saltbush (Atriplex canescens), rabbitbrush (Chrysothamnus nauseosus), and green ephedra (Ephedra viridis).

This community gradually gives way to a blackbush scrub community that begins to occur at around the 1500m (4920 ft) elevation. Generally, this community is found between 915-1830m (3000-6000 ft), with plants ranging from .31-.46m (1-1.5 ft) tall covering large monotonous areas. This particular site is dominated by blackbush with associates that include greasebush (Forsellesia spinescens), wolfberry (Lycium andersonii), bitterbrush (Purshia tridentata), rayless encelia (Encelia frutescens), Joshua tree (Yucca brevifolia), Mohave yucca (Yucca schidigera), joint fir (Ephedra nevadensis), and prince's plume (Stanleya pinnata). Cheesbush (Hymenoclea salsola), broom snakeweed (Gutierrezia sorathrae), and desert almond (Prunus fasciculata) are common throughout the washes. Cactus noted in this area included golden

cholla (Opuntia echinocarpa), pincushion (Coryphantha deserti), beavertail (Opuntia basilaris), and hedgehog (Echinocereus engelmanni). Grasses include red brome (Bromus rubens) and cheatgrass (Bromus tectorum). Russian thistle (Salsola kali) occurs extensively in the disturbed areas such as along the road shoulders.

Part of this blackbush zone has been disturbed from fire and has been reestablished by more fire-tolerant and pioneering species including cheatgrass, rayless encelia, and snakeweed. Joint fir, alkali goldenbush (Haplopappus acradenius), and thamnosma (Thamnosma montana) are also present. Occasional small joshua trees and mojave yucca are visible, apparently sprouting from intact root systems of parent plants.

As State Route 160 continues toward the Pahrump Valley and to the projects western terminus, the blackbush gives way to a creosote bush (Larrea tridentata) scrub community at approximately 1300m (4264 ft). This community is generally located below 1068m (3500 ft), with shrubs ranging from 0.61-3.05m (2-10 ft), widely spaced, and largely dormant between rainy periods. This particular site is dominated by creosote and bursage (Ambrosia dumosa) with associates that include little-leaf ratany (Krameria parvifolia), sandpaper plant (Petalonyx nitidus), paper-bag bush (Salazaria mexicana), desert trumpet (Eriogonum inflatum), and other associates that were also found in the blackbush community. Other noted species included four-wing saltbush, winter fat (Ceratoides lanata), indian ricegrass (Oryzopsis hymenoides), and desert allyssum (Lepidium fremontii). Mohave sage (Salvia mahovenssis) occurs sporadically in the washes. Overall, density of vegetation is higher in the eastern end of the project and gradually decreases as elevation decreases.

b. Wildlife

Though very little wildlife was seen during field visits to the project site, the area is most likely occupied by species typical to this region of the Mojave Desert. This includes a wide variety of mammals, reptiles and bird species.

Common large mammal species expected in the site would include coyote (Canis latrans), black-tailed jackrabbit (Lepus californicus), desert cottontail (Sylvalagus auduboni), desert kit fox (Vulpes macrotis), badger (Taxidea taxus), striped skunk (Mephitis mephitis) and spotted skunk (Spilogale putorius). Small mammal species would include little pocket mouse (Perognathus longimembris), canyon mouse (Peromyscus crinitus), deer mouse (Peromyscus maniculatus), long-tailed pocket mouse (Perognathus formosus), southern grasshopper mouse (Onychomys torridus), Great Basin kangaroo rat (Dipodomys microps), Merriams kangaroo rat (Dipodomys merriami), desert wood rat (Neotoma lepida), and white-tailed antelope squirrel (Ammospermophilus leucurens).

Reptiles expected in the area would include desert iguana (Dipsosaurus dorsalis), chuckwalla (Sauromalus obesus), sidewinder (Crotalus cerastes), speckled rattlesnake (Crotalus mitchellii), gopher snake (Pituophis melanoleucus), coachwhip (Masticophis flagellum), side-blotched lizard (Uta stansburiana), desert spiny lizard (Sceloporus magister), collared lizard (Crotaphytus collaris), zebra-tailed lizard (Callisaurus draconoides), western whiptail (Cnemidophorus tigris), leopard lizard (Gambelia wislizenii), banded gecko (Coleonyx variegatus), desert horned lizard (Phrynosoma platyrhinos) and desert tortoise (Gopherus agassizii).

Common bird species indicative of the creosote-coleogyne communities would include raven (Corvus corax), sage sparrow (Amphispiza belli), western meadowlark (Sturnella neglecta), horned lark (Eremophila alpestris), roadrunner (Geococcyx californianus), black-throated sparrow (Amphispiza bilineata), northern harrier (Circus cyaneus), red-tailed hawk (Buteo jamaicensis), kestrel (Falco sparverius), red-winged blackbird (Agelaius phoeniceus) and house sparrow (Passer domesticus). Bird species expected in the higher elevation, pinyon-juniper community would include great horned owl (Bubo virginianus), scrub jay (Aphelocoma coerulescens), Lewis' woodpecker (Melanerpes lewis), northern mockingbird (Mimus polyglottos), plain titmouse (Parus inornatus) and rufous-sided towhee (Pipilo erythrophthalmus). Game species would include Gambel's quail (Callipepla gambelii), and chukar (Alectoris chukar).

The eastern portion of the project is located in a known wintering area for mule deer (Odocoileus hemionus). Deer pass through and winter in this area when they migrate from the Spring Mountains during the winter months. Wintering grounds include the foothills and bajadas that separate the Spring Mountains from Pahrump and Mesquite Valleys. Desert bighorn sheep (Ovis canadensis) and mountain lions (Felis concolor) may also occasionally use these higher elevation areas.

c. Wetlands/Riparian Zone

No live streams, wetlands, or riparian zones occur within the project area. Numerous small ephemeral drainages running off the Spring Mountains bisect the project. Two large ephemeral drainages are within the project. An unnamed wash parallels SR 160's eastern portion and Lovell Wash bisects the project at approximately milepost 29.

d. Threatened and Endangered Species

The desert tortoise is the only known listed species to occur within the project limits. This is a federally threatened species that inhabits the area from approximately milepost 28 to the

western terminus. (See United States Fish & Wildlife Service letter in Appendix C.) Chuckwalla, a species of concern, is also expected on-site. Bicolored penstemon (Penstemon bicolor), also a species of concern, has been reported in the Lovell Wash area, but well out of the project boundaries.

e. Wilderness

The project is not located in any lands currently under wilderness review or designated as a Wilderness Study Area. The Mount Charleston Wilderness in the Spring Mountains is north of the site approximately 12.88km (8 mi).

f. Range

The proposed project falls within four Bureau of Land Management grazing allotments. The Hughes Tool Co./Spring Mountain Grazing Allotment exists from Mountain Springs Summit to approximately 4.83km (3 mi) west of Lovell Wash. From this point to the Pahrump city limits, Wiley Stump Spring, Thorn Wild Horse, and Bowman Wheeler Wash allotments exist. All four of these allotments are inactive.

g. Forestry

The eastern portion of the project site from Mountain Springs to approximately milepost 23 consists of a pinyon pine-juniper woodland community. Here the trees consist of relatively dense patches in the higher elevations. As the elevation drops towards the Pahrump Valley, tree density gradually decreases. By milepost 23, this community has been replaced by a fire-scarred blackbush scrub community. From this point to the western terminus, scattered joshua trees are present. The thickest stand of joshua trees is present between approximately mileposts 32-36, where tree density increases from the surrounding areas.

h. Wildhorse and Burro

The project is located in a Bureau of Land Management Wild Horse and Burro Management Area. The proposed Draft Stateline Resource Management Plan, under review, divides this area into two different name categories. The portion within Nye County is considered part of the Johnnie Herd Management Area. The portion in Clark County is considered part of the Wheeler Pass Herd Management Area. The project is only located in the latter mentioned area.

According to the BLM, the area from Mountain Springs to Pahrump contains a mix of both horses and burros. The area south of SR 160 along the Birdspring Range and Cottonwood Valley consists mostly of horses, and the vicinity in Red Rocks National Recreation Area contains mostly burros.

2. Impacts

a. Vegetation

Vegetation within the construction zone will be crushed and removed during grading activities. Vegetation outside the construction zone may be temporarily impacted as a result of indirect actions. All this activity will fall within the NDOT right-of-way which extends 61m (200 ft) on either side of the existing centerline. Assuming that construction activities will clear a 61m (200 ft) wide swath for 36.77km (22.84 mi), total vegetated area expected to be permanently removed is approximately 224ha (554 ac). Some areas of the existing right-of-way are presently void of vegetation due to past disturbances from utility lines and their access routes, material sites and flood control ditches. Loss of vegetation will indirectly affect resident wildlife that depends on it for forage and cover.

b. Wildlife

Wildlife which presently occupies the area will be permanently impacted through loss of habitat. Direct mortality to some non-mobile (burrowing animals, bird chicks) will be caused by construction activities, particularly during the initial grading phase. Once the roadway is built and operational, it is anticipated that roadkills will increase due to the wider crossing and accelerated speeds. Project induced habitat disturbance and loss will also cause indirect mortalities by forcing animals now inhabiting the project area to attempt to relocate to adjacent lands. Some individuals may succeed, however, others probably will not.

The greatest impact will be on resident rodent and reptiles. These species have relatively small home ranges. The construction project would eliminate the entire home range of some of these smaller animals, resulting in the eventual loss of individuals. Impacts to bird species will also occur due to the loss of nesting and roosting areas, especially in the joshua, pinyon and juniper trees that will be removed. The loss of trees and the filling in of washes will also eliminate cover areas for larger mammals. Movement of species could also be impeded with the wider roadbed. Dust, noise, and vibration caused by construction activities will also temporarily negatively affect the species inhabiting lands adjacent to the construction corridor.

c. Wetland/Riparian Zones

No impacts will occur to wetlands or riparian areas. The intermittent drainages that bisect or parallel within the project area will be impacted through the removal and grading of material and culvert construction. Several drainages will be redirected for flood control purposes.

d. Threatened and Endangered Species

The desert tortoise, the only known listed species in the project area, will be directly impacted by construction activities west of milepost 28. According to the BLM's Tortoise Density Map, this area contains a low to medium tortoise density. Surveys for the initial phase confirm tortoise sign west of milepost 28. No tortoise sign was found between mileposts 21.78 and 27.33, the first phase of the project. Assuming that construction activities will clear a 61m (200 ft) wide swath for 27km (16.62 mi) west of milepost 28, this will result in the approximate permanent loss of 163ha (403 ac) of tortoise habitat. The wider roadbed may also act as a barrier to tortoise movement. This could limit genetic transfer among populations if the roadway begins to isolate groups on either side of the highway. The wider roadbed and speed increases may also increase roadkills. No mortalities should result from actual construction activities in the first phase since this area is outside tortoise habitat. Mortality numbers brought on by actual construction activities, in future phases, should be minimal as clearance surveys and monitoring will be part of a much wider mitigation program.

e. Wilderness

No impacts to the Mount Charleston Wilderness area are foreseen. Lights and noise from highway traffic may be seen/heard from parts of this area, however, these already exist and no significant changes are expected.

f. Range

Immediate impacts to the range are anticipated to be minimal due to the fact that the allotments in this area are inactive. The major concern is that grazing acreage in the area will be reduced as palatable vegetation will be permanently removed within the project boundaries. Another concern is that the site is currently unfenced and will not be fenced. If these allotments become active and the land remains as open range, the threat of vehicle/animal collisions will increase.

g. Forestry

Many trees will be directly impacted as a result of implementing this project. In the higher elevations on the eastern portion of the site, both juniper and pinyon pine trees will be removed. In the lower elevations in the western portion, joshua trees will be removed. Removal of these trees will enlarge the current gap in the continuous forested stands that were formed with the construction of the original roadbed. This disturbance farther into the stands could effect migrating wildlife. Since trees are vital to wildlife, limited in distribution, and take a long time to

establish viable populations in a desert ecosystem, removing any species of trees is detrimental.

h. Wildhorse and Burro

As with other wildlife, the expanded roadway may impede horse and burro movement. With the wider crossing, increased speeds, and with no fencing, it is anticipated that roadkills may increase. If fencing is someday installed, this will act as a barrier to movement if underpasses are not provided.

3. Cumulative Impacts

Detrimental cumulative impacts to natural resources could result from the implementation of this project. By expanding the current roadway to a four-lane divided highway, a larger clearing will be constructed through various desert habitats, generally reducing the quality of habitat for wildlife in the adjacent areas.

The width of the roadway will further fragment habitat for wildlife and may effect distribution, movement patterns, reproduction and habitat use among the various populations. It is anticipated that roadkills will increase as a result of higher speeds and the wider crossing. This could have adverse effects on the desert tortoise population in the area since the project cuts through known tortoise habitat. If the roadway becomes a barrier to tortoise movement, this could isolate populations and limit genetic transfer.

Even though this roadway is being constructed for future traffic demands and safety concerns, an indirect result will be an increased accessibility to this area. This accessibility will allow for more efficient travel between Pahrump and the more populated area to the east. With the Las Vegas Valley expanding as quickly as it is, urban sprawl may continue to expand outward along the highway corridors. This could result in increased development of this highway corridor, Pahrump Valley and surrounding areas, reducing available habitat. General increased human presence and resultant activity (i.e. development, OHV's, domesticated animals, non-native pests) in the area would further fragment and disturb the habitat.

4. Mitigation

a. Vegetation

To minimize disturbance to vegetation, the following mitigation measures will be enacted:

1. All construction and associated activities will occur within NDOT right-of-ways. Clearing of vegetation will be limited

to those areas that are necessary for construction and future maintenance.

2. Topsoil will be stockpiled when appropriate and reused during reclamation. Areas disturbed outside the required basic maintenance zones will be graded, covered with reclaimed topsoil and left to revegetate naturally.

3. Only those trees which fall within the direct path of the planned project, future maintenance zones or those that pose a safety problem, will be removed. Prior to any construction, the project boundaries will be flagged for the BLM so they can establish a pre-construction public salvage of trees, cacti, and yucca. This mitigation will be made part of the contract special provisions.

b. Wildlife

To minimize impacts to wildlife, the following mitigation measures will be enacted:

1. Devices that inhibit large mammal movement such as fencing, center barriers, and guardrail will be installed on a minimal basis only where safety concerns exist.

2. If bird nests are found in trees within the construction zone, these trees will be avoided if possible. If these trees cannot be avoided, the nests will be searched and removed prior to construction.

c. Wetlands/Riparian

All drainage impacted through construction activities will be recontoured to the existing slope gradients. U.S. Army Corp of Engineers specifications and limitations for fill in "waters of the United States" as outlined in NDOT's General 006 Permit and appropriate Nationwide Permits will be followed to comply with Section 404 of the Clean Water Act.

d. Threatened and Endangered Species

Informal consultation with the U.S. Fish & Wildlife Service, for that portion of the project from CL MP 21.78 to CL 27.33, has concluded with a "not likely to adversely affect" finding for desert tortoise. Prior to beginning any work on the remaining sections, surveys will be performed to determine the presence of any threatened or endangered species. Of particular concern will be the desert tortoise. If any threatened or endangered species are found to occur on or adjacent to the proposed project, formal consultation between the U.S. Fish & Wildlife Service and the Federal Highway Administration will take place. The resultant Biological Opinion and all of its provisions will be adhered to by

NDOT and its contractors. Typically, mitigation consists of the following:

1. Temporarily fence the phases which are in tortoise habitat to prevent tortoises from entering the site during construction activities. To reduce and/or avoid impacts to tortoises, a qualified biologist will be on-site to monitor the construction and removal of the fence.
2. A clearance survey of the area will be performed prior to any construction activity. Any tortoise found on-site will be removed outside the area and all burrows located will be excavated and filled.
3. Equipment and vehicles will remain within the NDOT right-of-way.
4. An NDOT designated biologist will inform construction workers of the life history of the tortoise, its protected status, definition of take, and instruct them on checking for tortoises under vehicles.
5. A litter control program will be implemented to reduce possible conflicts with predators and ravens.
6. If required by the Service, NDOT through the FHWA will pay into the Clark County Tortoise Habitat Conservation Fund (HCF) -[Section 7 Account #730 9999] on a \$550.00 per acre basis for the acres of tortoise habitat removed. It appears 163 ha (403 ac) will be impacted.

e. Wilderness

No mitigation will be required.

f. Range

Vegetative areas outside the permanent construction zone and areas falling outside maintenance zones will be allowed to revegetate. This re-establishment of vegetation will restore the temporarily lost Animal Unit Months (AUM's). Fencing, which would limit open-range grazing, will not be installed.

g. Forestry

The Nevada Division of Forestry and/or the BLM will be allowed to conduct a pre-construction salvage of all joshua trees, yuccas and cacti that fall within the construction boundaries. This salvage will occur during times when birds are not likely to be nesting. All these species will be avoided, when possible, during construction activities.

h. Wildhorse and Burro

Fencing, which would inhibit movement, will not be installed along the right-of-way. The structure built over Lovell Wash will be constructed to allow for passage underneath. "Warning" signs will be placed along the roadway to advise motorists of the presence of these species and the open range.

III. Agency Coordination and Public Involvement

A. Intent-To-Study Letter

The letter reproduced in Appendix A was sent to the agencies and individuals on the list following the letter. This letter informed the recipients of the Department's intention to study the proposed project, requested comments, and notified them of the scheduled Informational Meeting.

Responses from the Intent-to-Study letter and/or the Public Informational Meeting can be found in Appendix B. Answers, if applicable, to these letters or responses are incorporated into the body of this document or are immediately following the letter in Appendix B.

B. Informational Meeting

An Informational Meeting was held on April 3, 1996 from 5 to 8 p.m., at the Bob Ruud Community Center, Pahrump, Nevada. Representatives from NDOT were available to explain the proposed project and invite comments from interested individuals. Excluding personnel from NDOT, eight people were in attendance. Two people made comments to the Court Reporter who was present and two people also made written comments. Their concerns are relatively similar and are summarized below. These issues, to the extent practicable, will be taken into account during the design of the project.

Concern: If hazardous materials are transported on the roadway, how will the public be guaranteed that the transportation systems and methods are safe?

Response: This roadway is being built as a result of the increasing traffic numbers on SR 160 and will improve the safety and operational characteristics of the roadway. The transportation and policing of materials, which may be hauled on this and other roadways, is beyond the scope of this project and out of the control of NDOT.

Question: Will NDOT divorce Highway 160 from Highway 95?

Response: NDOT has no intention of "divorcing" Highway 160 from Highway 95. Both are State Highways maintained by NDOT

and will remain in that status into the foreseeable future.

Question: Why is a portion of SR 160 being constructed to 4-lanes and a portion constructed to 2-lanes.

Response: This segment of SR 160 is being built in stages due to available funding. When the remainder of SR 160 reaches a certain priority with other statewide projects and funding is available it too will be constructed.

Other than the comments addressed above no other comments were received.

IV. Conclusions

A. Impact/Non-Impact

This proposed project will provide a positive benefit for this area of Nevada. There are no significant impacts associated with this project.

V. Appendices

Appendices on following pages.

APPENDIX A

Intent-To-Study Letter & Distribution List



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

BOB MILLER, Governor

March 5, 1996

TOM STEPHENS, P.E., Director

In Reply Refer to:

See Attached List

Intent-to-Study
Pahrump Valley Road
EA 71929

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is considering improvements to the Pahrump Valley Road (SR 160) from 1.0 miles west of Mountain Springs Summit to 19.5 miles south of the Nye County line, a distance of approximately 5.5 miles in Clark County, Nevada.

The proposed roadway improvements will enhance safety and operational efficiency by being able to accommodate the projected increase in traffic using this roadway. It would be constructed to rural Federal-aid standards. A map of the proposed project is attached.

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

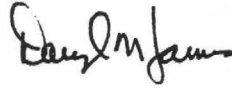
- | | |
|-----------------------|-------------------------------------|
| 1. Access | 9. Property Values |
| 2. Aesthetics | 10. Public Parks & Recreation Areas |
| 3. Air Quality | 11. Safety |
| 4. Archaeological | 12. Social Considerations |
| 5. Geology | 13. Vegetation |
| 6. Historic Buildings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

We would appreciate receiving any response you may have by 5:00 p.m., Friday, April 19, 1996. If no response is received, the Department will assume you foresee no significant impacts in your particular area of responsibility or interest.

An Informational Meeting to brief interested individuals, groups, and agencies on the project and to receive comments and suggestions from them will be held on Wednesday, April 3, 1996 from 5:00 p.m. to 8:00 p.m. at the Bob Rudd Community Center, Room A, 150 N. Highway 160 in Pahrump, Nevada. A copy of the meeting notice is attached.

Comments or questions regarding the proposed project may be addressed to Daryl N. James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, phone (702) 687-5680.

Sincerely,



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

DNJ:MDN:hn
Attachment

**TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING**

**PURPOSE OF
MEETING:**

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is developing alternatives for improving the operational characteristics of State Route 160 (Pahrump Valley Road) from 1.0 miles west of Mountain Springs Summit to 19.5 miles south of the Nye County line, a distance of approximately 5.55 miles in Clark County, Nevada. The proposed scope of this project is to construct a new 36' roadway consisting of two 12-foot travel lanes with 4' inside shoulders and 8' outside shoulders. The existing 24' roadway will receive a minimal maintenance overlay and will consist of two 12-foot travel lanes. All construction will be completed within the existing right-of-way.

**WHEN AND
WHERE:**

The meeting will be held Wednesday, April 3, 1996 from 5:00 p.m. to 8:00 p.m. at the Bob Rudd Community Center, 150 N. Highway 160 in Pahrump, Nevada.

WHY:

The purpose of the proposed project is to improve the operational characteristics of the Pahrump Valley Road by providing sufficient roadway width to meet the anticipated traffic volumes for the next 20 years.

**WHERE YOU
COME IN:**

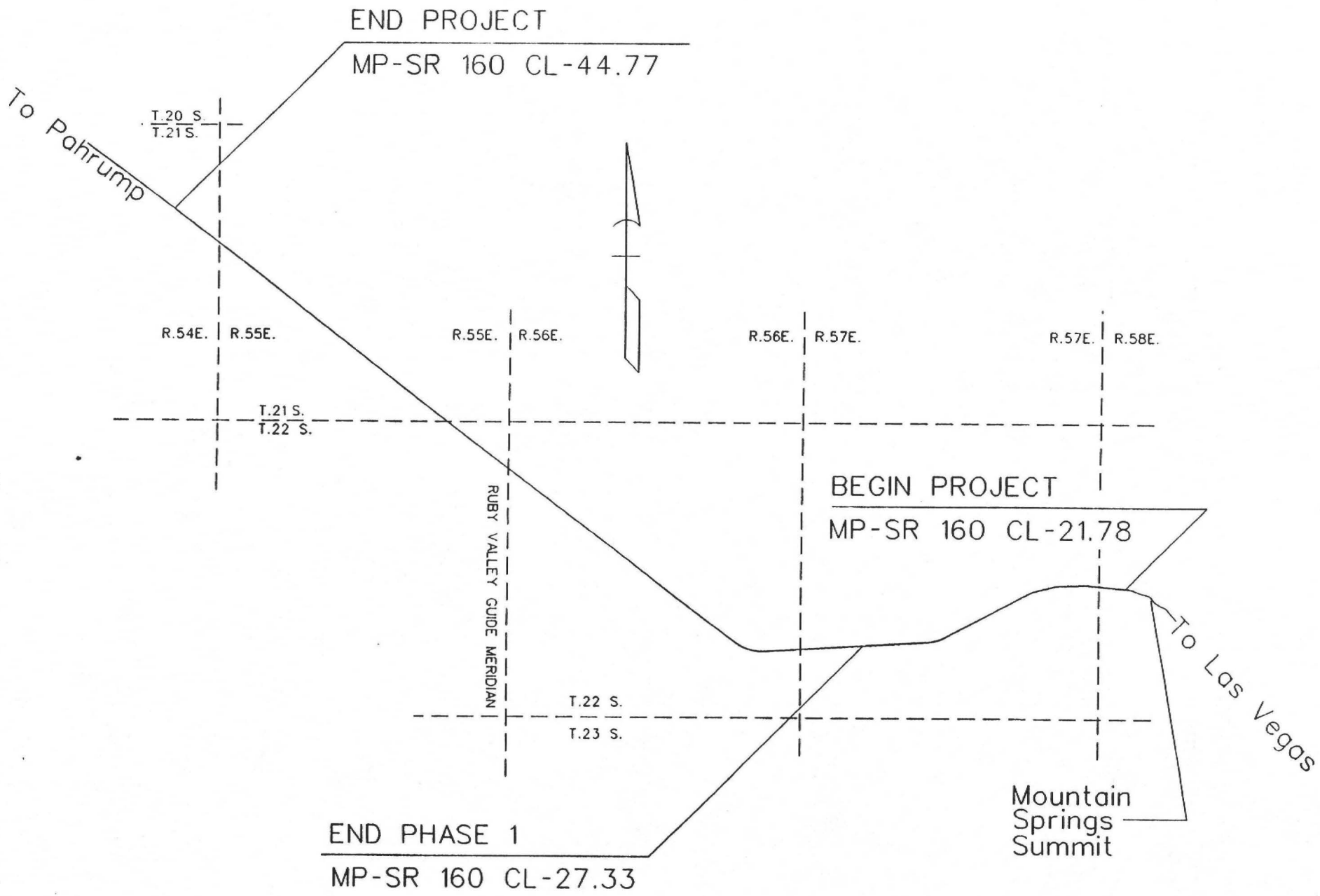
Members of the public are invited to attend the meeting at their convenience any time during the meeting hours (5:00 to 8:00 p.m.) and submit their comments in writing on a comment sheet provided at the meeting or in person to a public stenographer who will be available throughout the meeting. This meeting format increases the opportunity for public comment and provides for one-on-one discussion with staff involved with the project.

In addition to any comments received at the meeting, written comments also will be accepted until 5:00 p.m., Friday, April 19, 1996. Please submit your comments to:

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

General information about the meeting can be obtained from Ted P. Bendure, Environmental Studies Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, telephone (702) 687-5680.

Certain project materials are available on alternative formats upon request. A sign language interpreter will be available upon request. Contact Ted P. Bendure, Environmental Studies Supervisor, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, Nevada 89712, telephone (702) 687-5680 no later than Monday, March 25, 1996 so that arrangements can be made.



23

Pahrump Valley Road
Intent-to-Study

U.S. Department of Agriculture
Natural Resources Conservation Service
1201 Terminal Way #222
Reno, Nevada 89502

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

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

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

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

U.S. Department of the Interior
U.S. Geological Survey
Water Resource Division
Room 227, Federal Building
705 North Plaza Street
Carson City, Nevada 89701

U.S. Department of the Interior
Chief, Environmental Impact
Assessment Program
U.S. Geological Survey, MS-760
Reston, Virginia 22092

U.S. Department of the Interior
Bureau of Land Management
P. O. Box 12000
Reno, Nevada 89520

Kevin Roukey
U.S. Army Corps of Engineers
Reno Regulatory Office
300 Booth Street, Room 2120
Reno, Nevada 89509

U.S. Department of the Interior
Chief, Western Field Operation Center
Bureau of Mines
East 315 Montgomery
Spokane, Washington 99207

Regional Director, Western Region
National Park Service
600 Harrison Street, Suite 600
San Francisco, California 94107-1372

U.S. Department of the Interior
Bureau of Reclamation
705 North Plaza
Carson City, Nevada 89701

U.S. Department of the Interior
Regional Environmental Officer
Pacific Southwest Region
600 Harrison Street, Suite 515
San Francisco, California 94107

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

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

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

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

U.S. Department of the Interior
U.S. Fish and Wildlife Service
4600 Kietzke Lane, Bldg. C-125
Reno, Nevada 89502

Office of Ecology & Conservation
National Oceanic & Atmospheric Administration
U.S. Department of Commerce, Room 5813 (PP/EC)
14th and Constitution Avenue, N.W.
Washington, D.C. 20230

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

Regional Director
Federal Emergency Management Agency
Region IX, Bldg. 105
Presidio of San Francisco, CA 94129

A-95 Clearinghouse
Julie Butler
209 E. Musser #200
Carson City, Nevada 89710

Susan Hook
State Coordinator NFIP
2525 S. Carson Street
Carson City, Nevada 89710

Sierra Club
P. O. Box 8096
Reno, Nevada 89507

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

Regional Transportation Commission
301 E. Clark Avenue, Suite 300
Las Vegas, Nevada 89101

Mr. Frank Luchetti
Sierra Pacific Power Company
P. O. Box 10100
Reno, Nevada 89510

Sierra Pacific Power Company
c/o Land Department
P. O. Box 10100
Reno, Nevada 89510

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

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

Paul J. Christensen, Vice Chairman
County Commission
P. O. Box 551601
Las Vegas, Nevada 89155-1601

Jay D. Bingham
County Commissioner
P. O. Box 551601
Las Vegas, Nevada 89155-1601

Lorraine Hunt
County Commissioner
P. O. Box 551601
Las Vegas, Nevada 89155-1601

Erin Kenny
County Commissioner
P. O. Box 551601
Las Vegas, Nevada 89155-1601

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

Bruce L. Woodbury
County Commissioner
P. O. Box 551601
Las Vegas, Nevada 89155-1601

Donald "Pat" Shalmy
County Manager
225 East Bridger Avenue
Las Vegas, Nevada 89155

Martin J. Manning
Public Works Director
500 S. Grand Central Parkway
P. O. Box 554000
Las Vegas, Nevada 89155-4000

APPENDIX B

Correspondence & Responses

4/18



DEPARTMENT OF ADMINISTRATION

Capitol Complex
Carson City, Nevada 89710
Fax (702) 687-3983
(702) 687-4065

April 17, 1996

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

Re: SAI NV # 96300142

Project: NOTICE -- Proposed Improvements to The
Pahrump Valley Road
EA 71929

Dear Mr. James:

Enclosed are the comments from the Nevada State Historic Preservation Office concerning the above referenced project. 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 any questions please contact either me, at 687-6382, or Julie Butler, Clearinghouse Coordinator/SPOC, at 687-6367.

Sincerely,

A handwritten signature in cursive script, appearing to read "Terri Rodefer".

Terri Rodefer, Environmental Advocate
Nevada State Clearinghouse

Enclosure

RECEIVED
 APR - 9 1996
 DEPT. OF ADMINISTRATION
 DIRECTOR'S OFFICE

NEVADA STATE CLEARINGHOUSE

RECEIVED

Department of Administration
 Budget and Planning Division
 Blasdel Bldg., Rm. 200
 (702) 687-4065
 fax (702) 687-3983

MAR 13 1996

State Historic
 Preservation Office

DATE: March 12, 1996

Governor's Office
 Nuclear Projects Office
 Business & Industry
 Agriculture
Minerals
 Economic Development
 Tourism
 Fire Marshal
 Human Resources
 Aging Services
Health Division
 Colorado River Commission

Legislative Counsel Bureau
 Communications Bd.
 Emp. Training & Rehab.
 Research Division
 PSC
Transportation
UNR Bureau of Mines
 UNR Library
 UNLV Library
 Wild Horse Commission
~~XXXXXXXXXXXX~~
Emergency Management
 Washington Office

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

Nevada SAI # 96300142

Project: NOTICE -- Proposed Improvements to The
 Pahrump Valley Road, Clark County

CLEARINGHOUSE NOTES:

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

Please submit your comments no later than ~~March 22, 1996~~. Use the box 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. If you have any questions, please contact either Terri Rodefer, Clearinghouse Environmental Advocate, at 687-6382, or Julie Butler, Clearinghouse Coordinator, 687-6367.

THIS SECTION TO BE COMPLETED BY REVIEW AGENCY:

- | | |
|---|--|
| <input type="checkbox"/> No comment on this project | <input type="checkbox"/> Conference desired (See below) |
| <input checked="" type="checkbox"/> Proposal supported as written | <input type="checkbox"/> Conditional support (See below) |
| <input checked="" type="checkbox"/> Additional information below | <input type="checkbox"/> Disapproval (Explain below) |

AGENCY COMMENTS:

The Nevada State Historic Preservation Office (SHPO) reminds the Federal Highway Administration of its Section 106 (National Historic Preservation Act of 1966, as amended) responsibilities for this undertaking.

Rebecca Halme
 4/5/96

RESPONSE:

Appendix C contains SHPO's concurrence with the Department's findings and conclusions.

APPENDIX C

General Correspondence



STATE OF NEVADA
DEPARTMENT OF MUSEUMS, LIBRARY AND ARTS
STATE HISTORIC PRESERVATION OFFICE

JUN 21 1996

BOB MILLER
Governor

Capitol Complex
100 Stewart Street
Carson City, Nevada 89710

JOAN G. KERSCHNER
Department Director

June 19, 1996

Mr. James E. Rud
Nevada Division
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, NV 89701-4015

ACT	INFO	NEVADA	INT
		DA	
		ADP	
		ADM MGR	
		FOE	
		RW	
		P&P	
		T&S	
		AC	
		OTAC	

RE: SR 160 Reconstruction West of Mountain Springs Summit (SR160CL43.78), Spring Mountains, Clark Co.

Dear Mr. Rud:

The Nevada State Historic Preservation Office (SHPO) reviewed the subject undertaking and the previous inventory of the area of potential effect (APE). The SHPO concurs with the FHWA's determination that the following sites are eligible for nomination to the National Register of Historic Places under criterion d.:

26Ck3379; 26Ck3380; 26Ck3381.

The SHPO conditionally concurs with the FHWA's determination of No Effect through avoidance with the following stipulations:

Periodic monitoring of the avoidance areas by FHWA during construction to ensure avoidance of the historic properties;

If a site is impacted from construction, the FHWA will notify the SHPO within 24 hours of FHWA's discovery of incursion into an avoidance area.

The FHWA will submit a letter report to the SHPO confirming site visits and avoidance of historic properties at the completion of the project.

Please contact Eugene Hattori if you have any questions concerning this correspondence.

Sincerely,

Alice M. Baldrica, Deputy
State Historic Preservation Officer

File to EA 71129



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 NEVADA STATE OFFICE
 600 KIETZKE LANE, BUILDING C-125
 RENO, NEVADA 89502-5093

APR 17 1996

File Nos. 1-5-96-TA-139
 1-5-96-I-140

Mail Routing	Circ.	Initial	Date
DIRECTOR			
DEPUTY DIRECTOR			
Special Assistant			
Customer Services			
Human Resources			
Internal Audit			
Legal			
PIO			
Programs & Budget			
ASST. DIRECTOR-ADMIN.			
Accounting			
Administrative Services			
Architecture			
Civil Rights			
Data Processing			
Flight Operations			
ASST. DIRECTOR-ENGINEERING			
Environmental Services			
Right of Way			
Road Design			
Safety Engineering			
Structural Design			
ASST. DIRECTOR-OPERATIONS			
Construction			
Equipment			
Maintenance			
Materials			
ASST. DIRECTOR-PLANNING			
Location			
Metropolitan Planning			
Operations Planning			
Planning			
Research			
DISTRICT ENGINEER I			
DISTRICT ENGINEER II			
DISTRICT ENGINEER III			

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

Dear Mr. James:

Subject: Informal Consultation and Technical Assistance for Widening of State Route 160 and Use of Material Site CL 47-03, Clark County, Nevada

This letter is a combined response to your March 13 and 18, 1996, requests for informal consultation and technical assistance. On March 13, 1996, we received your request for concurrence from the Fish and Wildlife Service (Service), that widening State Route 160 (SR 160) and using material pit CL 47-03 for the project are not likely to adversely affect the desert tortoise (*Gopherus agassizii*). We have assigned this request File No. 1-5-96-I-140. The desert tortoise, a species federally listed as threatened, may occur within the proposed action area. Your request was submitted pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act), and was received on March 15, 1996.

On March 18, 1996, we received your request for comments on the road-widening project to be evaluated in an environmental assessment prepared by the Nevada Department of Transportation (NDOT) through the Federal Highway Administration in accordance with the National Environmental Policy Act of 1969. We have assigned this request File No. 1-5-96-TA-139. This informal consultation will serve as the Service's comments on the proposed project per your request dated March 5, 1996.

The proposed project is one segment of the ongoing SR 160 widening program occurring between Interstate 15 and the City of Pahrump. Road construction will occur on SR 160 west of Mountain Springs Summit between milepost 21.78 and milepost 27.33. The project will consist

of widening the current two-lane road to a four-lane divided highway between the above-mentioned mile markers. All construction activities will occur within the NDOT right-of-way that extends 200 feet on either side of the existing roadway centerline. The majority of the work will occur along the south side of the right-of-way. The total length of the widening project will be 5.55 miles. The current project is a revision from the original plan, which involved reconstructing the current 24-foot-wide surface to an expanded 40-foot-wide surface from milepost 21.78 to milepost 29.0.

NDOT proposes to use material pit CL 47-03 (formerly numbered CL 26-9) as a source of materials for this project. Material site CL 47-03 is currently a 40-acre pit located in a wash south of SR 160 at milepost 27.0. NDOT proposes to expand this pit to encompass an additional 40 acres to the east and 20 acres to the west. On March 12, 1992, the Service concurred with NDOT's determination that development of the pit as a material source was not likely to adversely affect the desert tortoise (File No. 1-5-92-I-138). Because the surveys were conducted 4 years previously and the site occurs within potential desert tortoise habitat, the Service requested current surveys of the project site.

A desert tortoise survey was conducted of the original project area (between mileposts 21.27 and 29.0) and material pit parcels between October 20 and 24, 1995. The survey consisted of 100-percent coverage of the 20-acre and 40-acre parcels proposed for addition to the existing material pit and along 30 feet of each side of the 8.63-mile segment. In addition, zone-of-influence surveys were conducted at 10, 100, 200, and 400 meters from the edges of SR 160 for the road-widening project and 10 and 100 meters from the boundaries of the parcels proposed for the material source. Additional zone-of-influence surveys were not conducted because the outlying area became unsuitable for desert tortoise (A. Heindl, Harry Reid Center for Environmental Studies, pers. comm. to M. Lorne, NDOT). No desert tortoise signs were found within the project area or zone-of-influence transects. However, two disused, partially collapsed burrows were found outside the project area and zone-of-influence between mileposts 28.8 and 28.9, which may have been tortoise burrows. These potential burrows occurred within the original project area. According to the survey, the areas surveyed consist of marginal desert tortoise habitat, at best.

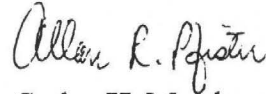
Based on the above information, the Service concurs with your determination that the proposed action is not likely to adversely affect the desert tortoise. This response constitutes informal consultation under regulations promulgated in 50 CFR § 402.14, which establish procedures governing interagency consultation under section 7 of the Act. This informal consultation or technical assistance does not authorize take of any tortoises within the subject project site.

Daryl N. James, Chief

File No. 1-5-96-I-140

Should you have any questions, please contact Michael Burroughs, in the Las Vegas Office, at (702) 646-3499.

Sincerely,



for Carlos H. Mendoza
State Supervisor

cc:

Desert Conservation Plan Administrator, Administrative Services, Clark County, Las Vegas,
Nevada

Regional Manager, Nevada Division of Wildlife, Las Vegas, Nevada

Assistant Regional Director, Interior Basin Ecoregion, Fish and Wildlife Service, Portland,
Oregon



Star

Town of Pahrump

Past and Present Working Towards a New and Better Future

RECEIVED

95 SEP 29 10:09

STATE OF NEVADA
DEPT. OF TRANSPORTATION
CARSON CITY, NEVADA

September 27, 1995

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

Dear Mr. Stephens:

Enclosed please find a resolution signed by the Pahrump Town Board, supporting a four lane highway for travel along Highway 160, to and from Pahrump.

This resolution was done on behalf of the citizens of Pahrump and those that travel Nevada State Route 160.

Thank you for your consideration of this resolution.

Sincerely,

Peggy Warner

Peggy Warner
Staff

Enc.



**Resolution Supporting Petition For A Four Lane
Highway For Travel Along Hwy. 160**

WHEREAS, the Nevada Department of Transportation (N.D.O.T.) has not responded positively to recommendations and input from the Pahrump Town Board and citizens of the community of Pahrump regarding the proposed widening of Hwy. 160 and;

WHEREAS, the lack of response from N.D.O.T. to our community wishes represents a serious oversight in this project planning and;

WHEREAS, the scope of work and simple widening of Hwy. 160 will not adequately meet the transportation needs of our growing community in the future and;

WHEREAS, today, in 1995, the expanding traffic flow and danger to commuters who travel from Pahrump to Las Vegas more than justifies altering the project from simple widening to a divided highway of four lanes in total and;

WHEREAS, the citizens of Pahrump have informed the Town Board of a signed petition which points out these factors and stipulates the need for a four lane highway;

Now, therefore, it is hereby RESOLVED, that the Town of Pahrump supports the petition regarding Highway 160; said petition stipulating that construction of a four lane highway is more appropriate for our needs than widening of the existing highway.

IT IS FURTHER RESOLVED, that the Pahrump Town Clerk shall forward copies of this Resolution to the Nevada Department of Transportation and the Nevada Highway Board.

PASSED, ADOPTED, and APPROVED this 26 of Sept., 1995.
(date) (month)

Ayes: _____ -4-
Nayes: _____ -0-
Absent: Perry Thompson

By: Garland C. Price
(signature of chairman of the Board)

ATTEST: Steve Rainbolt
(Clerk) VICE CHAIRMAN



COMMISSION FOR THE
PRESERVATION OF WILD HORSES

255 W. Moana Lane
Suite 207A

Reno, Nevada 89509
(702) 688-2626

July 16, 1996

Ms. Julie Butler
Clearinghouse Advocate
Nevada State Clearinghouse
Blasdel Bldg., Rm. 200
Carson City, Nevada

Subject: Pahrump Highway EA/Johnnie HMA - SAI E1997-005

Dear Ms. Butler:

The Commission for the Preservation of Wild Horses has received the Pahrump Valley Road Environmental Assessment. This highway improvement bisects two herd management areas. Presently, livestock grazing is not active. The need for right-a-way fencing may only include motorist safety regarding collisions with wild horses and burros.

No data were provided to quantify wild horse or burro movement across the proposed project. No data were provided to determine the need to move to seasonal ranges or water sources across the proposed project.

It would appear that fencing could focus animal movement into a zone with good visibility and increased motorist's awareness. We agree with the concept, but would encourage the Bureau of Land Management to support the crossing location with reliable data.

Thank you for this opportunity to provide input.

Sincerely,

A handwritten signature in cursive script that reads "Catherine Barcomb".

CATHERINE BARCOMB
Executive Director

10-20-81

RED ROCK
LAS VEGAS

A	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	DATE	TIME	AREA/SITE	LOCATION OF DEATH	DIST. FRM REF.	CAUSE OF DEATH	CONTRIBUTING FACTORS	SEVERITY	TOTAL INJURIES	TOTAL FATALITIES	APROX. AGE	COLOR	M/F	REPORTED (?) BY WHO
2	07/12/98	09:17 PM	Red Rock Can			HIT BY CAR	Animal in roadway	Inj. acc.		Burro				
3	11/01/98	05:27 PM	SR 160				Animal in roadway	Prop. dam.		Burro				
4	11/09/98	05:45 PM	SR 160				Animal in roadway	Prop. dam.		Burro				
5	11/23/99	05:55 PM	Red Rock Can				Animal in roadway	Prop. dam.		Burro				
6	12/02/99	06:55 PM	Red Rock Can			HIT BY CAR	Animal in roadway	Prop. dam.		Burro				
7	12/04/99	05:20 AM	Red Rock Can				Animal in roadway	Prop. dam.		?				
8	05/11/00	11:40 PM	Red Rock Can				Animal in roadway	Inj. acc.	2 people	Burro				
9	07/11/00	5 am	Red Rock Can				Animal in roadway	Prop. dam.		Burro				
10	10/06/00	08:55 PM	Red Rock Can			HIT BY CAR	Animal in roadway	Prop. dam.		Burro				
11	10/07/00	05:45 AM	Red Rock Can				Animal in roadway	Prop. dam.		Burro				
12	10/18/00	06:45 PM	Red Rock Can	Arroyo			Animal in roadway	Prop. dam.		Burro				
13	11/05/00		Red Rock Can	HWY 159 - MM 4.5		HIT BY CAR				Burro	ADULT			?
14	11/08/00	06:10 PM	Red Rock Can			HIT BY CAR	Animal in roadway	Prop. dam.		?				
15	11/09/00		Red Rock Can	HWY 159 - MM 5.5		HIT BY CAR				Burro	ADULT			?
16	11/10/00	6pm	Red Rock Can			HIT BY CAR	Animal in roadway	Prop. dam.		Burro				
17	11/13/00	pm/dark	Red Rock Can	HWY 159 - MM 4.5		HIT BY CAR				Burro	ADULT			?
18	11/15/00		Red Rock Can	HWY 159 - MM 13		HIT BY CAR				Burro	BABY			NO REPORT
19	11/30/00	12:30 PM	Red Rock Can				Animal in roadway	Prop. dam.		Burro				
20	12/01/00	pm/dark	Red Rock Can	HWY 155		HIT BY CAR				Horse	OLD ADULT	Dark Bay		NO REPORT
21	12/27/00		Red Rock Can	HWY 155		HIT BY CAR				Horse	3 YRS	Bay	F	NO REPORT
22	01/11/01		Red Rock Can	HWY 159 - MM 4.6		HIT BY CAR				Burro	ADULT			NO REPORT
23	01/13/01		Red Rock Can	HWY 159 - MM 3		HIT BY CAR				Burro	ADULT			NO REPORT
24	01/20/01			HWY 160 PAHRUMP		HIT BY CAR				Burro	ADULT			NO REPORT
25	02/02/01		Red Rock Can	HWY 155		HIT BY CAR				Horse	ADULT			NO REPORT
26	02/10/01		Red Rock Can	HWY 159 MM 6.1		HIT BY CAR				Burro	ADULT		F	POSSIBLY
27	02/14/01		Red Rock Can	HWY 160/159 MM 11		HIT BY CAR				Burro	ADULT			NV HWY PATROL
28	02/14/01		Red Rock Can	HWY 160/159 MM 11		HIT BY CAR				Burro	ADULT			NV HWY PATROL
29	02/18/01		Red Rock Can	HWY 159 MM 6.1		HIT BY CAR				Burro	ADULT	Grey	F	?
30	03/02/01	pm/dark	Red Rock Can	HWY 159 MM 13.8		HIT BY CAR				Burro	ADULT	Black	M	?
31	03/02/01	pm/dark	Red Rock Can	HWY 159 MM 13.8		HIT BY CAR				Burro	ADULT	Black	F	?
32	03/06/01	pm/dark	Red Rock Can	HWY 155		HIT BY CAR				Horse	12 MONTHS	Bay	F	?
33	05/11/01	05:45 AM	Red Rock Can				Animal in roadway	Prop. dam.						
33	07/14/01		Red Rock Can	HWY 159 MM 3.5		HIT BY CAR				Horse	YEARLING	Sorrel	M	NV HWY PATROL
34	07/20/01		Red Rock Can	HWY 159 MM 3.5		HIT BY CAR				Horse	FOAL	Sorrel	F	NV HWY PATROL
35	07/24/01		Red Rock Can	HWY 159 MM 8.8		HIT BY CAR				Burro	ADULT		F	BLM RANGER
36	07/24/01	pm/dark	Red Rock Can	HWY 159 MM 8.8		HIT BY CAR				Burro	ADULT		M	BLM RANGER
37	08/07/01	pm/dark	Red Rock Can	HWY 159 MM 9		HIT BY CAR				Burro	ADULT		F	NV HWY PATROL
38	09/26/01		Red Rock Can	HWY 159 MM 11		HIT BY CAR				Burro	ADULT	Black	F	BLM RANGER
39	10/20/01	pm/dark	Red Rock Can	HWY 159 MM 07		HIT BY CAR				Burro	ADULT			BLM RANGER

Handwritten notes in the table area:

- Row 3: 5/2009
- Row 6: 2A030
- Row 7: 5D 039
- Row 11: 2AU