



NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

STATE OF NEVADA
Department of Conservation and Natural Resources

Steve Sisolak, *Governor*
Bradley Crowell, *Director*
Rebecca L. Palmer, *Administrator, SHPO*

January 14, 2022

C. Cliff Creger
Cultural Resources Program Manager
Environmental Program
State of Nevada, Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

RE: Henderson Interchange Architectural Survey and Finding of Effect Report, Las Vegas, Clark County, Nevada; NDOT Report CL21-013; PID 74271; FHWA Report SPM-000M (287); SHPO UT 2022-7032; 28895

Dear Mr. Creger:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received December 17, 2021, in accordance with the *Programmatic Agreement among the Federal Highway Administration, the Nevada Department of Transportation, the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Federal-Aid Transportation Projects in the State of Nevada (PA)*.

The Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT) have requested SHPO review of the architectural survey and finding of effect report for the Henderson Interchange in Las Vegas, Clark County, Nevada.

Project Description

The Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT) propose improvements to the existing interchange for I-215 and I-515 which was constructed in 2006. Due to a large population increase, traffic volumes at this interchange exceed the original design year forecasts. Additionally, a service interchange that was constructed at I-215 and Gibson Road, has created traffic problems between vehicles entering at Gibson Road and vehicles transitioning to the system interchange ramps. The proposed project includes only one build alternative: a crossover-style interchange with the east-west highway directions crossing each other at special grade separation structures east and west of the central interchange. The proposed improvements include:

- Crossover-style interchange for the east-west highway directions
- Reconnection of travel from Lake Mead Parkway to Gibson Road using braided ramps
- Travel between I-215 and Auto Show Drive using braided ramps
- Re-use of 22 of the 27 existing bridges in the project area
- Built-in capacity to add a future lane in each direction between I-215 and I-515, either as general purpose or high occupancy vehicle (HOV) lanes
- Auxiliary lanes on I-11 between Horizon Drive and the system interchange

- Arterial street improvements on Lake Mead Parkway east of the system interchange to Van Wagenen

Area of Potential Effect (APE)

The SHPO previously agreed with the proposed APE for direct effects on June 17, 2021, in response to the screening form. In the same memo, the SHPO noted that the APE for indirect effects may not be sufficient. The SHPO requested visibility analysis to justify the proposed boundaries. The APE for indirect effects extends up to three parcels beyond the direct effects APE, except at the Henderson Interchange where it extends up to five parcels beyond the direct effects APE. Following a meeting to address this issue, the SHPO acknowledged in an email on August 24, 2021, that the proposed APE is **adequate**.

Identification and Evaluation of Historic Properties

The APE for this undertaking consists of 1,501 parcels. Eleven of these parcels meet the survey cutoff date of 1974 and contain 5 properties that have been recorded and evaluated in the current report.

The SHPO **concurs** with FHWA/NDOT's determination that the following properties are **individually not eligible** for listing in the National Register of Historic Places (NRHP):

- **B988** / 695 West Lake Mead Parkway
- **B991/B7128** / 661 West Lake Mead Parkway
- **C200** / Atlas Construction Supply Inc.

The survey report states that both **B988** and **B991/B7128** are within the boundaries of a potentially NRHP-eligible "Basic Townsite Historic District" (no ARA number or form exists). Due to the proposed size of the district that exists outside the APE, the district has not been formally evaluated as part of this project. The ARA forms for these buildings state that both were constructed outside of the potential district's period of significance (1941-1952) and are therefore recommended as non-contributing to this potential historic district. However, as no further information was submitted regarding this potential historic district due to the scope of this project, the SHPO is **unable to concur** with the survey report's assessment that these two resources are non-contributing resources. Therefore, the SHPO would recommend that the historic district remain **unevaluated** and be treated as eligible for the purpose of this undertaking.

The remaining two properties recorded in the report include:

- Segment of the **Union Pacific Railroad Boulder City Branch Railroad (UPRR BCBRR) (26CK5414)** - The SHPO **concurs** with FHWA/NDOT's determination that while the UPRR has been previously determined eligible for the National Register, the segment of the UPRR BCBRR within the APE is **non-contributing** to the resource overall.

- Railroad segment of the **Basic Magnesium, Inc. (BMI) plant (D351)** - As the submitted ARA form is primarily concerned with the railroad segment itself and not the potential historic district, please note that NVCRIS has assigned structure number **S3049** for this railroad segment. The SHPO acknowledges the lacking information in NVCRIS regarding the previous eligibility determination for the BMI plant, **D351**. As the SHPO has not provided previous concurrence for **D351** and the current submission's ARA form does not contain the district boundary or a map keying potentially contributing resources except for **S3049**, the SHPO is **unable to concur** with FHWA/NDOT's determinations. Therefore, the SHPO would recommend that **D351** and **S3049** remain **unevaluated** and be treated as eligible for this purpose of this undertaking.

Native American Consultation

The SHPO acknowledges receipt of documentation that consultation with the affected Native American tribes has been initiated and is ongoing per Stipulation III.D of the PA.

Consultation with Interested Parties

The SHPO notes that as lead agency, the FHWA/NDOT must consult with the public and representatives of organizations that have demonstrated interest in historic properties per Stipulation IV.A of the PA. What efforts have been made regarding this level of consultation? The SHPO acknowledges receipt of documentation that consultation with other federal agencies has been initiated, but please note that the City of Las Vegas is a Certified Local Government and should be consulted as part of this undertaking. Please provide a narrative summary with results of this consultation so that the SHPO administrative record is complete for the purposes of this undertaking.

Finding of Effect

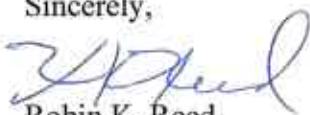
Based on the agency letter, the proposed project elements to be constructed (especially those illustrated in Figure 2, on sheets 5 and 6) and the report's assessment of effects, the SHPO **concurs** with FHWA/NDOT's finding of **No Adverse Effect** for this undertaking.

Unanticipated Discovery

If any buried and/or previously unidentified resources are located during the project activities, the SHPO recommends that all work in the vicinity of the find cease and this office be contacted for additional consultation per 36 CFR §800.13(b)(3).

We look forward to continued consultation on this undertaking. Should you have questions concerning this correspondence, please contact me at (775) 684-3437 or email reed@shpo.nv.gov.

Sincerely,



Robin K. Reed
Deputy State Historic Preservation Officer