



JOE LOMBARDO
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

TRACY LARKIN MASON, P.E., Director

In Reply, Refer to:

ROAD AND CNR DIRECT OFFICE
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November 17, 2025

NO RESPONSE WAS RECEIVED FROM

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ARTHUR KRUPICZ
STATE HISTORIC PRESERVATION OFFICER
STATE HISTORIC PRESERVATION OFFICE
901 SOUTH STEWART STREET SUITE 5004
CARSON CITY NV 89701

RE: *Lemmon Drive Traffic Improvements and Resiliency Project, Washoe County, Nevada. NDOT Report Number: WA23-028; FHWA Number: DE-0031-(352); NDOT EA Number: 74518; SHPO UT 2024-8203; 35511.*

Dear Mr. Krupicz:

The Regional Transportation Commission (RTC), in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA), are proposing Improvements to Lemmon Drive in the City of Reno, Washoe County, Nevada. The Lemmon Drive Traffic Improvements and Resiliency Project Involves realigning Lemmon Drive to reconstruct a safer and more resilient roadway between Fleetwood Drive and Ramsey Way. The project proposes to realign Lemmon Drive to the west on an existing berm, elevating the roadway to mitigate flooding impacts. The project also includes the reconstruction of a multi-use path within the project limits and the construction of a new path connecting Lemmon Drive to Lemmon Valley Elementary School. Additionally, the project would eliminate residential driveway connections to a regional road, implement required earthwork balancing to avoid altering the base flood elevation, and stormwater improvements, including the construction of retention and equalization basins. These comprehensive measures collectively enhance safety, connectivity, and transportation resiliency in Lemmon Valley.

A report has been prepared as part of the *Programmatic Agreement among the Federal Highway Administration, the Nevada State Historic Preservation Office, and the Advisory Council on Historic Preservation Regarding the implementation of Federal-Aid Transportation Projects in the State of Nevada (PA)*, resigned in 2024. The APE was submitted as part of the Screening Form, to the Nevada State Historic Preservation Office (SHPO) on October 8, 2024. No review was returned. At this time, FHWA and NDOT seek your review and concurrence on the area of potential effect, determination of eligibility on 26WA5511 and 26WA8180 and the finding of effect.

Project Description and Location

The project proposes to reconstruct and raise the profile of the existing roadway from Fleetwood Drive to Palace Drive along the existing alignment. The section of roadway would provide two lanes in each direction with a raised median. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive. As the roadway extends to the north it would transition to provide one lane in each direction with a



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Project Description and Location

The project proposes to reconstruct and raise the profile of the existing roadway from Fleetwood Drive to Palace Drive along the existing alignment. The section of roadway would provide two lanes in each direction with a raised median. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive. As the roadway extends to the north it would transition to provide one lane in each direction with a

raised center median. In the northbound direction, dedicated right turn pockets would be provided at Arkansas Street, Chickadee Drive, Arizona Street, and Oregon Drive. Just north of Deodar Way the roadway alignment would shift west of the existing roadway. This realigned segment of roadway would run along the east side of an existing berm allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. Near Oregon Drive the roadway alignment would tie into the existing roadway alignment with full reconstruction extending to Ramsey Way. Direct access modifications for Lemmon Drive are proposed at Nectar Street, Tupelo Street, Waterash Street, Idaho Street, Pompe Way, and Dillon Way. Pompe Way and Dillon Way would be connected via a new frontage road which provides access to Lemmon Drive at Ramsey Way. Idaho Street and Waterash Street would utilize rehabilitated existing Lemmon Drive as local frontage road access to Arizona Street or Chickadee Drive which would then provide access to the realigned Lemmon Drive. A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide access to the realigned Lemmon Drive also. New and additional light poles will be standard 32 foot poles.

In addition to roadway improvements, substantial drainage improvements are proposed. Key drainage features would include rehabilitation of the existing drainage channel from Fleetwood Drive to Palace Drive. Equalization culverts would be constructed to replicate existing drainage between the east and west side of the existing berm during higher Swan Lake water elevations. These equalization culverts would be located at existing breaks in the berm north of Deodar Way and near Idaho Street. Volumetric mitigation basins would also be constructed between the new, realigned Lemmon Drive and existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards of basin excavation for every one 1 cubic yard of embankment placed within the FEMA 100-year floodplain. A 10-foot shared-use path along the reconstructed and realigned Lemmon Drive roadway is proposed as well as intersection lighting, signing, striping, and reconstruction of the rectangular rapid flashing beacon (RRFB) at Patrician Drive. Additional pedestrian enhancements would be constructed from Lemmon Drive to the Lemmon Valley Elementary School along Patrician Drive.

Area of Potential Effects

Based on the Project Description and proposed work activities and their potential to affect historic properties, the area of potential effects (APE) was developed to include both direct effects—demolition, alteration, or damage from construction—and indirect effects, such as the introduction of visual, audible, or atmospheric elements that may alter the characteristics of the historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's significant historic features.

Direct APE. The Direct APE has been delineated by NDOT to include the horizontal and vertical extent of all proposed project activities. It is located within current Lemmon Drive right-of-way (ROW) and encompasses parcels adjacent to Lemmon Drive between Fleetwood Drive and Ramsey Way and totals approximately 192 acres.

Indirect APE. The Area of Indirect Effects includes potential visual and audible project effects. The total acreage of the Indirect APE is approximately an additional 92 acres. Impacts from construction-related activities, such as noise and dust are temporary, with baseline conditions to be fully restored upon project completion. The Indirect APE includes areas that would have the

most proximate and unobstructed views to the project site and areas in which proposed project elements could potentially adversely affect the character or setting of historic properties, if such properties exist. The Indirect APE extends one parcel back from the Direct APE in areas with buildings, or up to 500 feet in areas that have no visual obstruction.

Summary of Identification Efforts

Architectural History. NDOT and FHWA have consulted on nineteen properties and two districts (D488, Valley Village, Eligible under Criterion A; D489, Lemmon Valley Estates, Eligible under Criterion A; B22022, New Life Church, Not Eligible; B22023, Waterash Street, Not Eligible; B22024, 11475 Tupelo Street, Not Eligible; B22025, 11505 Lemmon Drive, Not Eligible; B22026, 11515 Lemmon Drive, Not Eligible; B22027, 11525 Lemmon Drive, Not Eligible; B22028, 11535 Lemmon Drive, Not Eligible; B22029, 11545 Lemmon Drive, Not Eligible; B22030, 11555 Lemmon Drive, Not Eligible; B22031, 24 Arizona Street, Not Eligible; B22032, 11595 Lemmon Drive, Not Eligible; B22033, 11605 Lemmon Drive, Not Eligible; B22034, 11635 Lemmon Drive, Not Eligible; B22035, 30 Oregon Blvd, Not Eligible; B22036, 11905 Lemmon Drive, Not Eligible; B22037, 15 Ramsey Way, Not Eligible; B22038, 12180 Lemmon Drive, Not Eligible; B22029, 11980 Lemmon Drive, Not Eligible; S3929, Segment of Lemmon Drive, Not Eligible) were determined and concurred on (NDOT's letter 1/7/2025, no return).

Archaeology. To date, NDOT and FHWA have consulted on thirteen sites. Ten sites (26WA5511, 26WA8165, 26WA8184, 26WA8192, 26WA8193, 26WA8194, 26WA8195, 26WA8196, 26WA13756 and 26WA13757) were determined and concurred (July 19, 2024) on as Not Eligible. Two sites, 26WA8182 and 26WA8200 were determined not extant.

An evaluation report has been written to determine the eligibility of 26WA8180 and 26WA5511. Each site was probed for depth, see attached, and found that there was no depth. Each site has a surface expression that has integrity of location, materials and feelings, but not retain workmanship, design or association. The determination here is that 26WA5511 remains not eligible and the previously unevaluated 26WA8180 is now not eligible.

Finding of Effect

Project effects to districts D488 and D489 will not effect, alter or change the location, design, setting, materials, workmanship, feeling or association of the two historic properties. NDOT and FHWA determine that the project effect is **No Adverse Effect**.

NDOT and FHWA seek your review and comment on the area of potential effect, the determination of eligibility on 26WA5511 and 26WA8180, and the finding of effect.

Sincerely,



C. Cliff Cregger, Chief
Cultural Resources Program Manager
Environmental Services Division

Enclosures:

One (1) Hardcopy Evaluation Report

One (1) Hardcopy of the Native American Consultation Report

ecc: Ed Woolford, FHWA