

62032-700

November 20, 2025

Keith Letus, P.E.  
Engineering Project Manager  
Department of Public Works  
City of Las Vegas  
495 S. Main Street  
Las Vegas, NV 89101

**Re: Summerlin West Village 32A/B/C Master Traffic Study (TIA76278)  
– Addendum #1**

Dear Mr. Letus:

This Addendum proposes revised cross-section for Road A and Road C in compliance with Condition 6a of the November 12, 2025 Acceptance letter. An exception to Condition 6a is also requested for Road B east of Road C. A copy of the Acceptance letter is attached for reference.

**Road A** was previously proposed to incorporate a 48-ft back-of-curb right-of-way width and be delineated for a 6-ft bike lane, 4-ft buffer and 12-ft motor vehicle lane each direction, and a 54.5-ft section that adds an 8-ft parking lane (inclusive of gutter) on the south side near COS-3. **Road A is now proposed to incorporate a 10-ft center turn lane with 11-ft travel lanes and 6-ft bike lanes each direction. No change to the 48-ft and 54.5-ft back-of-curb widths are proposed.**

**Road C** from Road D to its south intersection with Park Drift Trail was previously proposed to be a two-lane residential with a 26.5-foot travel way and on-street parking each direction separated by an 18-foot raised median. **Road C is no longer proposed to incorporate a continuous raised median and parking is to be limited to areas that are not near intersections. It is proposed to incorporate a 54-ft back-of-curb right-of-way width that is needed for utilities and drainage infrastructure. Most of its length is to be delineated for a 10-ft center turn lane with 11-ft travel lanes, 3-ft buffers, and 6-ft bike lanes each direction. Where parking is proposed (near COS parcels) it is to transition to an 8-ft parking lane (inclusive of gutter), 6-ft bike lane, 1.5-ft buffer, and 11-ft motor vehicle lane each direction. Also, it is to be flared at parcel access and collector street intersections to provide raised median islands.**

**Road B** east of Road C is adjacent or near the planned elementary school site. This segment of Road B has been proposed to incorporate a 54-ft back-of-curb right-of-way width and be delineated for an 8-ft parking lane (inclusive of gutter), 6-ft bike lane, 1.5-ft buffer, and 11-ft motor vehicle lane each direction. If the school site develops as planned, a 1-ft mountable raised median painted yellow can be added to prevent U-turns. **An exception to Condition 6a is requested to permit this section on the segment of Road B east of Road C (without the addition of a center turn lane at driveways).** The addition of a center turn lane could increase pedestrian multiple-threat crash potential. Also, a center turn lane would require a wider street section that could encourage higher speeds or the elimination of the bike lanes. In the event the school site develops as another use that does not require on-street parking it is recommended the section be changed to a 10-ft center turn lane with 11-ft travel lanes, 3-ft buffers, and 6-ft bike lanes each direction.



The change could be made at the time the parcel develops as something other than the planned school site.

Per Condition 6c, it is acknowledged that Road B is to incorporate 250-ft dual left-turn lanes and a 100-ft exclusive right-turn lane at its intersection with Park Drift Trail.

Thank you for your cooperation and attention to these matters. Please let us know if there are any questions or if additional information is needed.

Cordially,

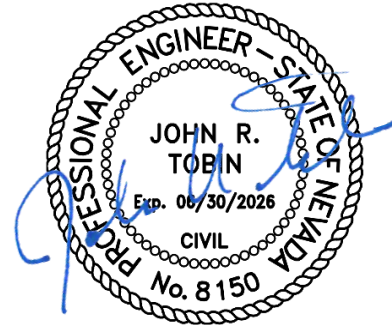
GCW, INC.



John R. Tobin, P.E., PTOE  
Executive Vice President

Enclosure:

- c: Lucien Paet, CLV
- Cesar A. Lopez, CLV
- Joshua Edelman, CLV
- Vicki Marjerrison, GCW



11/20/2025