

**FEDERAL HIGHWAY ADMINISTRATION
NEVADA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT RE-EVALUATION**

Project Name: Boulder City/US 93 Corridor Study (Boulder City Bypass)

Project Location: The project is primarily located in Boulder City, Clark County, Nevada. The project consists of a continuous four-lane, controlled access, divided freeway and highway between a western boundary at the end of I-515 on US 93/US 95 in Henderson, Nevada (US 95 Milepost 59.10), and an eastern boundary on US 93, about three-quarters of a mile east of the Hacienda Hotel and Casino near Hoover Dam. The preferred alternative, Alternative D, "the Southern Bypass", will be a new alignment approximately 15 miles in length. The project has been split into two phases; Phase 1 begins at the Foothills Road grade separation and ends at a new interchange 1.2 miles south of the existing US 93/95 interchange. Phase 2 continues from the new US 93/95 interchange south and east towards the Nevada interchange of the US 93 Hoover Dam Bypass project 0.75-miles east of the Hacienda Hotel and Casino (Figure 1).

Project Identification Numbers:

NDOT Project ID Number: 73307

FHWA Project ID Number: DE-PLH-093-1(007)

Document Type & Approval Date:

Final Environmental Impact Statement and Section 4(F) Evaluation: April 2005

Record of Decision (ROD): December 8, 2005

Re-evaluation: Approved October 26, 2009

Date of Last FHWA Major Approval Action: Authorization, 093-1(010), was given on August 20, 2009 for right-of-way acquisition.

This document was prepared to re-evaluate the changed conditions of the above reference project and to determine if the original EIS and ROD remain valid (23 CFR 771.129). It covers only changes that have occurred since the last re-evaluation of the Boulder City Bypass project approved by the FHWA on October 26, 2009.

There have been no changes in the project scope or general limits and the purpose and need remain the same. However, the following Phase I design refinements are now proposed:

- Construction of the West Frontage Road (WFR) through to Dawson Avenue in Henderson (Figure 2)
- In Eldorado Valley, extend the WFR about 2000 feet south of originally proposed terminus in the vicinity of Silverline Road (Figure 2)

In Henderson the proposed design change results in NDOT, instead of the City of Henderson at a later date, constructing the WFR through to Dawson Avenue as part of Phase 1. In the Eldorado Valley the proposed design change results in NDOT extending the WFR approximately 2000 feet more to the south to more clearly define safe and legal access between the proposed bypass and existing private businesses and public lands. Both of the design refinements would result in Phase 1 project related activities extending beyond the original EIS study corridor.

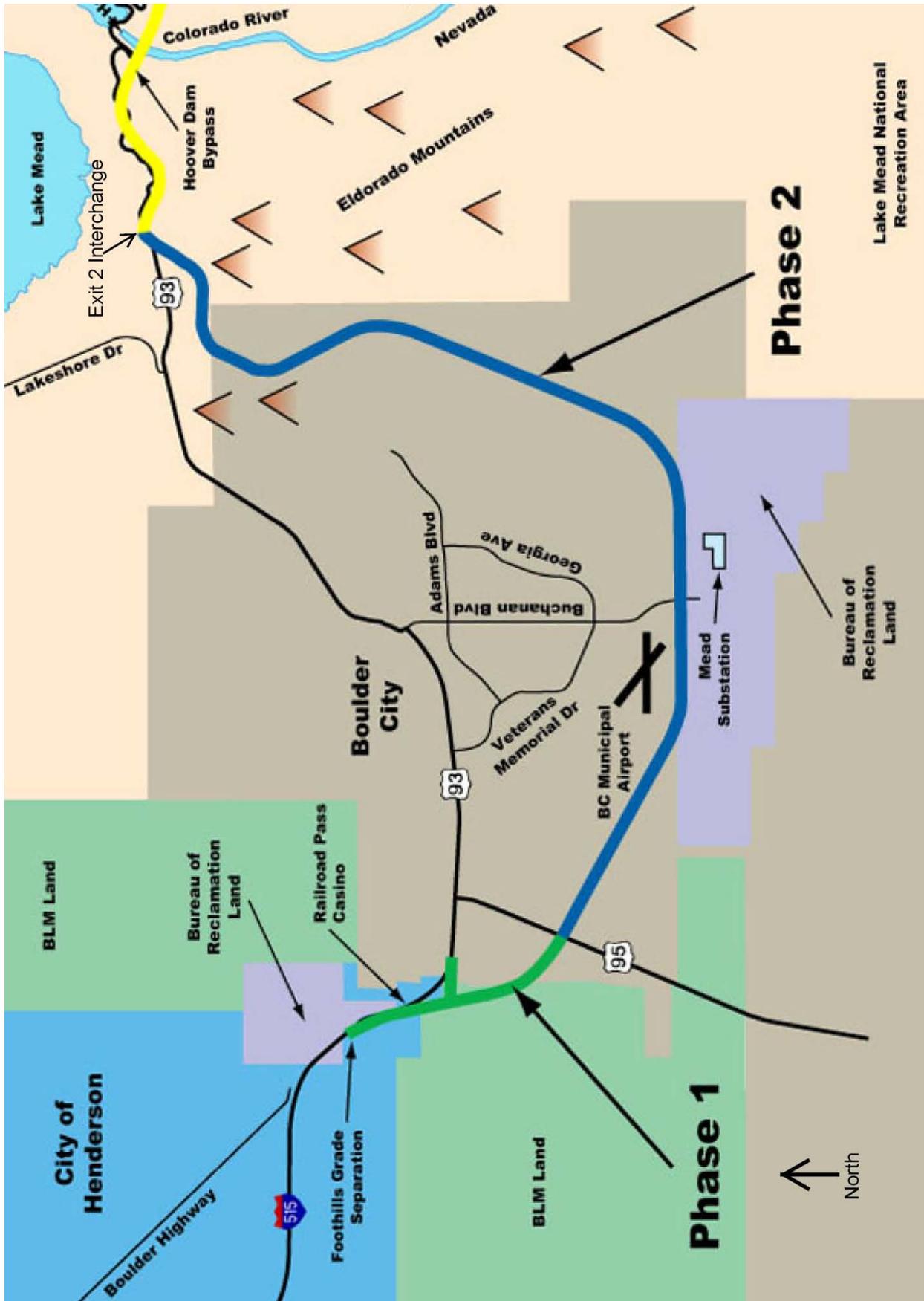


Figure 1. Boulder City Bypass Project Area Overview

R.O.W. ACQUISITION BASED ON
CURRENT DESIGN (APRIL 2011)

TOTAL ACRES NOT SUBJECT TO EIS OR
'09 RE-EVALUATION STUDY = 7.11 ACRES

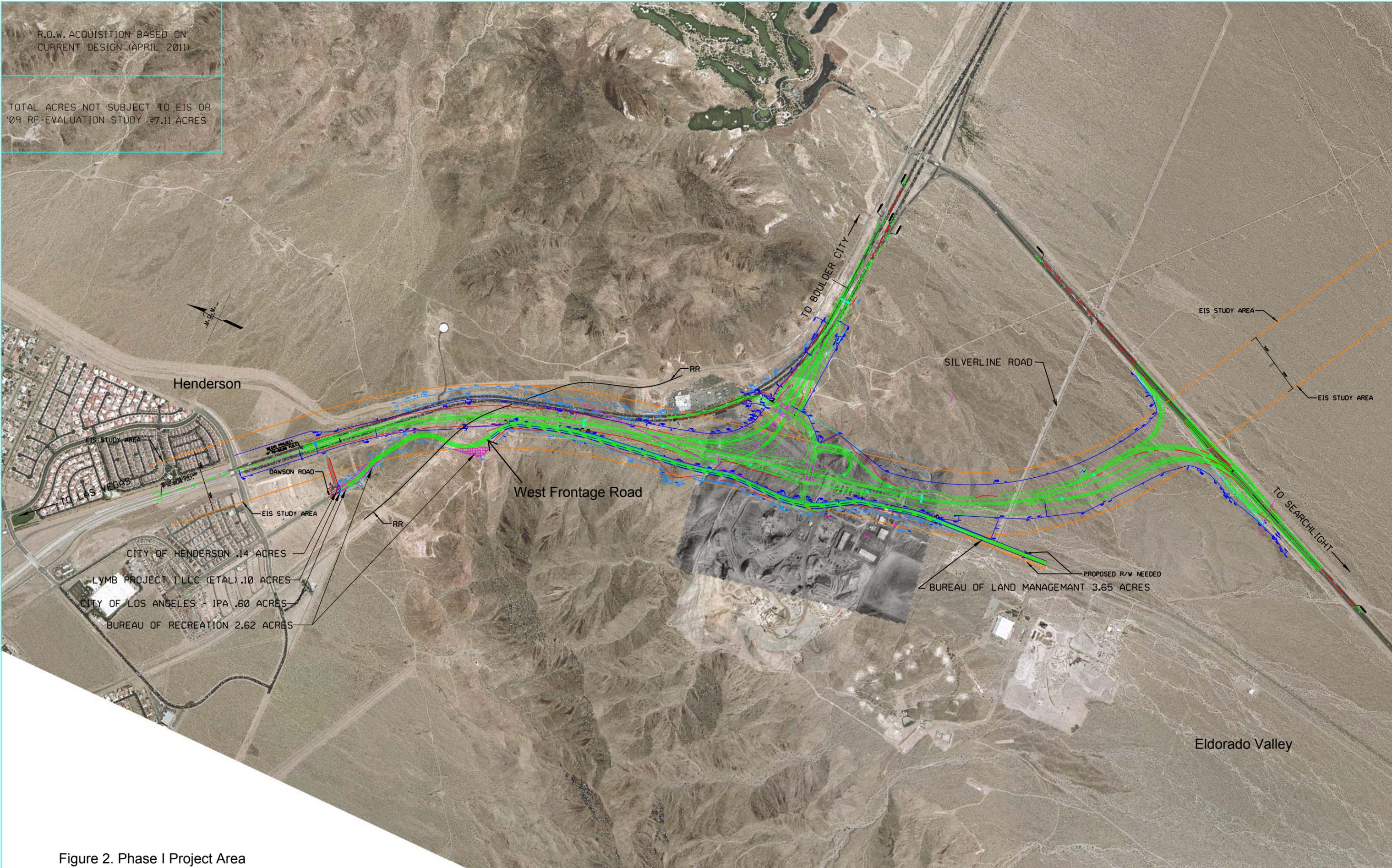


Figure 2. Phase I Project Area

The new areas needed to accommodate changes in design that are located beyond the original EIS study corridor were subject to environmental review/survey in conformance with applicable federal (Section 106, ESA, etc.), state and local laws. The findings of the review were then examined in light of the project in its entirety and it was determined that the following areas are **NOT** impacted:

- Social and Environmental Justice
- Economic
- Agricultural
- Land Use
- Visual
- Indirect and Cumulative Impacts
- Historic Architectural Resources
- Archaeological Resources
- Native American Concerns
- Wetlands
- Water Body Involvement
- Contaminated Sites
- Air Quality
- Floodplains
- Noise
- Water Quality
- Wild and Scenic Rivers
- Section 4(f)/6(f) Resources
- Construction Impacts
- Traffic
- Changes in Environmental Commitments or Mitigation Measures

The proposed design changes and changed conditions would impact the following areas:

- Changes in the affected environment within or adjacent to the project
- Right-of-Way
- Fish & Wildlife and Threatened and Endangered Species (T&E)
- Public Involvement and Agency Coordination

Changes in the affected environment within or adjacent to the project

The Hoover Dam Bypass project was completed and opened to the public on October 10, 2010. Since the opening, substantial traffic jams have occurred irregularly on US 93. When these backups of southbound (SB) US 93 do occur they begin at the Hoover Dam and continue north along “old US 93”/SR172 through the new US 93 Exit 2 interchange and on through Boulder City.

Traffic volume data for 2010 and January 2011 is presented in Table 1 and they indicate an increase in Average Daily Traffic (ADT) post-bridge opening on US 93. The traffic data gathering point is located .3 mi south Lakeshore Drive/US 93 intersection.

Table 1. Comparative Traffic Volumes for US 93 Near Hoover Dam

Month/Year	MADT*	% of AADT**
January 2010	10,797	78.8
September 2010	12,723	92.9
October 2010	13,428	98.0
November 2010	17,077	124.6
December 2010	15,691	114.5
January 2011	14,245	-

*Monthly Average Daily Traffic **Annual Average Daily Traffic

This irregular operational failure can be attributed visitors to the dam and new bridge and how parking and the movement of visitors between the dam and bridge attractions is accommodated. Additionally, poor highway signage along and leading up to the new US 93 Exit 2 interchange creates confusion for motorists seeking to exit and visit the bridge resulting in unsafe vehicle operation at the Exit 2 interchange for both SB and northbound (NB) travelers.

Since the bridge opening, the Boulder City mayor, city council, and state and federally elected officials have contacted NDOT strongly advocating for improvements to US 93 between Buchanan Blvd. and the Exit 2 interchange in addition to accelerating progress toward the completion of the Boulder City Bypass project.

In response, NDOT will utilize state funds to undertake the following proposed improvements by December 2011:

- Post improved signage for SB and NB motorists seeking to visit the dam/bridge
- Widen SB US 93 one lane from approximately 0.25 mi south of Buchanan to the Hoover Dam Interchange. The highway currently drops from two lanes to one until you get to the new bridge approach where it opens back up to two lanes. The distance is about 5.5 miles.
- Widen NB US 93 one lane from the Hoover Dam Interchange to approximately 1,500' past Lakeshore Dr. The distance on this segment is about 1.5 miles.
- Extension of culverts
- Install guardrail to protect poles, headwalls, etc...
- Improve some operational deficiencies as discovered
- Construct High T Intersection improvements at Lakeview and Lakeshore
- Install Intelligent Transportation System (ITS) devices to provide travel times

In anticipation of the bridge opening, NDOT completed operational improvements to the US 93/Buchanan intersection in September 2010. These improvements consisted of lengthening the SB US 93 dual left turn lane storage lengths to approx 850' with a protected median, improving the acceleration length and merge distance for the NB US 93 free-right lane west of the Buchanan intersection, and widening the pavement along the easterly side of the north approach of the intersection to accommodate large truck turns.

Other elements that are now just being developed and were not considered in the 2006 Boulder City Bypass EIS, but are likely to be in place by the time Phase II is complete is that the Bureau of Reclamation (BOR) has begun preliminary planning on construction of an additional new visitor center for bridge/dam visitors. Site location is very preliminary, but locations near the current bridge viewing area or in the vicinity of the Exit 2 interchange are being considered. The National Park Service (NPS) has also begun initial planning to replace and expand their visitor center currently located near the US 93/Lakeshore Drive intersection.

In addition to addressing the current Boulder City traffic issue along US 93 until Phase II of the Bypass project is complete (tentatively 2025), any planned NDOT improvements to US 93 between Exit 2 and Buchanan Blvd. would decrease emergency response times to points south of Buchanan Blvd. and would provide a safer more functional transportation facility to the main entrance of the Lake Mead National Recreation Area (LMNRA) and between LMNRA and the Hacienda Hotel and Casino and the Hoover Dam and Mike O'Callaghan-Pat Tillman Memorial Bridge.

Right-of-Way Impacts

As depicted in Figure 2, the proposed Phase 1 design refinements of the WFR in Henderson will require the additional acquisition of 3.46 acres of public and private land. The acquisitions are required to accommodate the WFR geometry at the historic Boulder City Branch Railroad as well as the connection of the WFR to Dawson Avenue.

At the extreme south end of Phase 1 in Eldorado Valley the proposed design refinements would require the additional acquisition of 3.65 acres from the BLM. This proposed improvement would help clearly define safe and legal access between the proposed bypass and existing private businesses and public lands. All acquisitions will be in conformance with the Uniform Act.

Fish & Wildlife and Threatened and Endangered Species (T&E)

A formal Section 7 consultation with the U.S. Fish and Wildlife Service will be conducted for Phase 1. Surveys required by the Endangered Species Act for the Biological Assessment began in summer 2010 and are planned to be complete in spring 2011. This project is covered under the Programmatic Biological Opinion (PBO) received from the USFWS in September 2010 and consultation with USFWS will be conducted in accordance with that PBO.

Consultation with the Nevada Department of Wildlife (NDOW) to address their concerns, particularly with regard to impacts to bighorn sheep and to a bat colony inhabiting a mine shaft within the Phase 1 footprint is ongoing. For Phase 1, NDOW does not believe that any measures need to be implemented for bighorn sheep as there is very low to no movement of them between the River Mountains and the McCullough Mountains. The mine shaft will be cleared of bats prior to its closure and consultation is ongoing with NDOW on specifically how to accomplish this.

Construction and operational mitigation will be implemented as stated on pages 10-12 of the Record of Decision and as stipulated in the USFWS PBO.

Any NDOT improvements to US 93 between Exit 2 and Lakeshore Drive would seek to complement any mitigation measures required for Phase II of the Boulder City Bypass.

Public Involvement and Agency Coordination

A project web site was developed for this project and it was last updated January 2011 to keep the public updated regarding the project. NDOT's project manager has worked closely with the Railroad Pass Casino and other businesses impacted by Phase 1 as well local municipal staff and elected officials. A public information meeting was held on October 26, 2010 at Mannion Middle School from 4-7 p.m. to update the public, specifically the residents and businesses in the Railroad Pass area. The meeting was noticed in the *Las Vegas Review Journal*, *Henderson View* and *Boulder City Review* and notices were mailed to federal, state, and local agencies and elected officials as well as to all property owners within a ¼ mile radius of the Phase 1 project area.

About 80 members of the general public, elected officials and agency representatives attended the meeting. Two presentations were made by NDOT staff focusing on the design details and construction of the WFR, Phase 1 funding and scheduling, and the status of Phase II (from US 95 to Hoover Dam Bypass).

Written and oral comments received covered the following topics (Attachment A transcripts):

- How many lanes will the west frontage road have?
- What is the anticipated traffic for the west frontage road?
- No east frontage road wanted
- What's going to happen to Access Road, will you still be to enter US 93 SB from it?
- When will the entire project (Phases I and II) be finished?
- Concerned about diverting traffic away from Boulder City business when the Phase II complete
- Truck traffic on US 93 through Boulder City now that bridge is open
- Maintaining access to Railroad Pass Casino
- Pedestrian, equestrian, and bighorn sheep movement across the Phase I project area
- No toll road for any proposed improvements to US 93 between the Hacienda Hotel and Casino (Exit 2) and the Railroad Pass Casino
- Improve existing US 93 using roundabouts to replace existing stop lights instead of building the bypass

A petition from the Friends of the Nevada Southern Railway, Inc. was also received with approximately 6,700 signatures showing their "interest and desire to not only perpetuate the railroad crossing at Hwy 95 but to re-open it at the earliest possible time". NDOT has been carefully considering the rail crossing

throughout the Phase 1 design development. Both the highway mainline and the new WFR crossings will be designed to meet existing federal railroad standards. A Programmatic Agreement (PA) executed between NDOT, FHWA, and the Nevada State Historic Preservation Office (SHPO) in 2003 states that "A grade separation at the crossing of the historic Boulder City Branch Railroad will be constructed to allow for the Nevada State Railroad Museum's planned re-establishment of railroad services." (ROD Attachment 1 mitigation measure C-30, EIS pages 7-14, 7-22 to 7-23, ROD Attachment 1, page 8). Per the FHWA and as agreed upon by NDOT in the 2009 BC Bypass EIS re-evaluation, construction of a grade separation at the crossing of the Boulder City Branch Railroad (BCBR) will be implemented as part of Phase 1.

Because of funding constraints, construction of Phase 1 is currently scheduled to be undertaken in 4 separate packages all scheduled to be complete by the end of 2015.

The impacts of the proposed changes have been evaluated and the conclusions and commitments of the original EIS and ROD and subsequent re-evaluations remain valid. Therefore a supplemental EIS is not required.

Approved by: Steve M. Cooke
Steve M. Cooke, P.E.
NDOT Environmental Services Division Chief

Date: 5/6/11

Approved by: a.a. Abdalla
Abdelmoez Abdalla, Ph.D.
FHWA Environmental Program Manager

Date: 5/10/11

Greg Novak
Greg Novak, P.E.
FHWA Project Manager

Date: 5/10/11

Attachment A

Boulder City Bypass Public Information Meeting October 26, 2010 Transcript

**Public Information Meeting - October 26, 2010
In Re: Boulder City Bypass-Phase I**

Page 1

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CERTIFIED
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TRANSCRIPT
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In Re:

Boulder City Bypass - Phase I

Public Information Meeting

Taken at

Mannion Middle School

On October 26, 2010

At 4:00 p.m.

At 155 East Paradise Hills Drive

Henderson, Nevada

Reported by: Donna L. Medenbach, CCR # 313.

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1 MS. MAXEY: My name is Julie Maxey. I'm the
2 public hearings officer for the Nevada Department of
3 Transportation. With me tonight is the project
4 manager for the Boulder City Bypass - Phase I project,
5 Tony Lorenzi. And also from our environmental
6 division is Chris Young in the back. He can answer
7 any environmental questions you may have. We also
8 have several representatives from Right of Way; if you
9 guys can raise your hand there in the back. If there
10 are some right-of-way questions after the
11 presentation, please feel free to go and ask them your
12 questions.

13 Before we get started, a couple of
14 housekeeping things. Restrooms are through this door
15 here, and exits are there as well. After the
16 presentation we will go ahead and do a
17 question-and-answer period. If you would please state
18 your name before you ask your question, we have a
19 court reporter here tonight, Donna from Depo
20 International, who will take down everything
21 verbatim. So please state your name prior to asking
22 your question or making your comment.

23 So with that I'll go ahead and hand it over
24 to Tony, and he will do a presentation. Thank you.

25 MR. LORENZI: Thank you for coming tonight.

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In Re: Boulder City Bypass-Phase I**

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1 Like Julie said, I'm Tony Lorenzi the project manager
2 for the Boulder City Bypass project. I know a lot of
3 you probably attended the last public meeting two
4 years ago, and this is a project that's been moving
5 along slowly at times and now it's been sped up and
6 it's moving forward pretty rapidly now. Our design
7 squads are working on this full-time, so the intent of
8 our meeting tonight is to really discuss the design
9 modifications that have taken place since the last
10 public meeting.

11 So as you can see, here is the project
12 overview. The green line here is Phase I and the blue
13 line is Phase II. And let me -- okay. Phase I is
14 broken up into four packages. Package 1 is the
15 right-of-way acquisitions, and those are currently
16 underway and we anticipate those being complete a year
17 from now. Package 2, as you can see, is the West
18 Frontage Road and the utility relocations. Some of
19 the utility relocations we're starting right now, the
20 ones we can do without waiting for acquisitions to
21 take place. So our schedule has been accelerated to
22 begin the West Frontage Road and utility relocations
23 late 2011. And package 3 is main line from foothills
24 to the Railroad Pass area. And we've combined
25 packages 3 and 4 to be delivered together, and those

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1 will both start construction in late 2012.

2 Now, the differences between two years --
3 here's a photo simulation at the Railroad Pass area.
4 And the main reason for the alignment being here is to
5 improve the safety. Right now there's a stop light at
6 the Railroad Pass area and there's a high accident
7 rate there, so realigning the main line and having
8 flyovers going to Boulder City and main line going to
9 the 95, we're improving safety and moving traffic a
10 lot more effectively.

11 Let me get to the other -- okay, package 3,
12 here is -- this was prior to the modification. As you
13 can see, originally we had the East Frontage Road and
14 we also had a West Frontage Road. To satisfy the
15 environmental impact statement we have to provide
16 local access, which we we are doing via the East
17 Frontage Road. Now the West Frontage Road, we were
18 going to terminate here and then this purple-shaded
19 line was going to be a design in the future by
20 others.

21 Now, the City of Henderson asked us to
22 eliminate the East Frontage Road altogether and extend
23 the West Frontage Road as part of our project. We
24 extended the West Frontage Road, it's tying in right
25 here at the Dawson and Access Road. So this is what

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1 package 3 with the Frontage Road looks like -- will
2 look like now. This is the way the design is going
3 now.

4 And this is an overview of package 3 and 4.
5 Phase I, main line will stop right here, and Phase II
6 will pick up here and then swing out below Boulder
7 City and tie into the new Hoover Dam bypass approach.

8 That's the same photo simulation. Railroad
9 Pass Casino is over here. To get to Boulder City you
10 would follow that. Here is the West Frontage Road
11 here. There's also a multiuse path that's going to be
12 a ten-foot wide multiuse path along the side of the
13 West Frontage Road.

14 Some other things we've been doing in
15 Boulder City. We've done a series of safety
16 improvements along the US 93 corridor. These were
17 done in 2008. We've done some high T intersections,
18 some rumble strips and modifying signage, and doing
19 restriping and some other miscellaneous improvements.

20 Just probably two weeks ago we completed the
21 US 93 Buchanan Boulevard Bridge reconfiguration, so
22 this intersection here was reconfigured to perpetuate
23 traffic more effectively to the dam and from the dam
24 along US 93. This free right here, cars will no
25 longer have to stop and merge with traffic. So we

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1 anticipate close to 2000 trucks a day coming through
2 there.

3 Another project we're also doing to help the
4 entire corridor is a truck climbing lane. Right now
5 the approach to the Hoover Dam Bypass Bridge starts
6 right here if you're heading towards Arizona. Here's
7 the Hacienda Casino here. We're going to be widening
8 with a truck climbing lane in this area for about two
9 miles to the Lake Shore Drive where it widens out to
10 two lanes.

11 Phase I, like I said, we're going to start
12 utility relocations on Frontage Road grading a year
13 from now. Main line packages 3 and 4 will advertise
14 late 2012 according to our schedule, and we're looking
15 at a two to three-year max construction schedule, so
16 Phase I should be complete sometime mid-2014 or early
17 2015.

18 Phase 2 has been at a 30 percent design
19 level and right-of-way has been identified and Boulder
20 City is actually asking us to allow them to start
21 pursuing right-of-way and do some surveying work
22 there. So this Phase 2 is still a little ways out.
23 We don't have funding secured yet for this, but as you
24 can see it's a lot higher cost.

25 Phase 1, we're looking at about 190 million

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1 total with right-of-way acquisitions, utility
2 relocations, and main lane and everything.

3 So here is a plan view looking down at the
4 West Frontage Road. It's just a small section of it,
5 because right here begins the retaining wall and it's
6 about a 1200-foot-long retaining wall, and maybe 20 to
7 24 feet in height. This development up here just
8 sits a lot higher than the main line. So this
9 Frontage Road will be elevated from the main line and
10 this large retaining wall.

11 And we have some early conceptual aesthetics
12 for the wall, wall treatments. These aren't final,
13 but this is what we've been working with at this
14 point. So they kind of -- our landscape architect
15 went with a 31ers migration theme for all the families
16 and the workers who migrated to Boulder City to work
17 on the dam in '31. So it's just a kind of a series of
18 people traveling to the dam.

19 So with that I'll take any questions.

20 MS. REITH: Is there a way that we could get
21 a copy of that presentation? Some of the materials in
22 that presentation are on the handout.

23 MR. LORENZI: Sure, sure. We have the
24 project website BoulderCityBypass.com. I can talk to
25 our IS people and upload the presentation to it.

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1 MS. REITH: Okay. What's the site?

2 MR. LORENZI: Give me a week or so.

3 BoulderCityBypass.com.

4 MS. REITH: Okay.

5 MR. LORENZI: And also on the public website
6 there is what we call a public view, and it's a lot of
7 information. It looks like this. And part of my --
8 one of my duties is to update this monthly, so
9 month-to-month it'll update any scheduling, funding,
10 it lists project risks, benefits. And there's a lot
11 of information on there.

12 MS. REITH: What is your name again?

13 MR. LORENZI: Tony Lorenzi, L-o-r-e-n-z-i.

14 MS. BURKHOLT: You said the retaining wall
15 was on the West Frontage Road. So does that start
16 right after Access Road?

17 MR. LORENZI: Yes. Let me get back to where
18 I can show you. Here is Access Road here. The
19 retaining wall starts about right here. So it's a
20 little ways away, but it wraps around this curve here
21 and goes to about right here.

22 MS. BURKHOLT: Are you widening Dawson? How
23 does it flow into this new -- the Frontage Road? How
24 does Dawson transition into the Frontage Road?

25 MR. LORENZI: Well, Frontage Road is just

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1 going to be a two-lane road, one lane in each
2 direction, and we need to work with Henderson and work
3 out the specifics and the details, but it'll be
4 this -- I need to find out from Henderson what they
5 plan on doing with Dawson and any other improvements
6 in the area. But it's the same classification of a
7 roadway, a local roadway.

8 MS. BURKHOLT: Okay.

9 MR. MARKOFF: You show on the photographs
10 here the freeway's crossing the railroad tracks. What
11 plans do you have for keeping those open?

12 MR. LORENZI: That's a good question.

13 Originally the main line and Railroad
14 Crossing was going to be put off into Phase II, but
15 it's been put into Phase I and main line is going to
16 go underneath the railroad tracks. Right now the main
17 line has severed the tracks. We're going to go
18 underneath. It's going to be a substantial structure
19 that's going to be built there, and we'll be
20 reconnecting the tracks at that location.

21 MR. MARKOFF: And you'll be opening up the
22 old highway where it's been paved over?

23 MR. LORENZI: This here?

24 MR. MARKOFF: Yeah, where the road currently
25 is paved over the tracks, you'll be removing that --

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1 the pavement over the tracks, correct?

2 MR. LORENZI: Yes, yes. That is where we're
3 going -- we're going to remove the pavement and
4 reconnect the tracks here.

5 MR. MARKOFF: Right. Okay.

6 MR. LORENZI: And we will be creating
7 another at-grade crossing here with the railroad
8 tracks, but we'll be mitigating that by putting one
9 back.

10 MR. MARKOFF: Okay. Good. Thank you.

11 MR. BERKESCH: We did have some questions on
12 the access road. If that's limited access freeway,
13 what's going to happen to that access road?

14 MR. LORENZI: This here?

15 MR. BERKESCH: Yes.

16 MR. LORENZI: I need to look into that
17 more. There's been so much emphasis on the frontage
18 roads. This I need to look into more. I think since
19 this is a controlled-access freeway, I believe that
20 this is going to be terminated, but I will double
21 check that.

22 MR. BERKESCH: Could you show the path also
23 of like coming from Boulder City and how you get onto
24 the Frontage Road?

25 MR. LORENZI: Sure. Let me go back to the

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1 other one. It's a little larger of a scale.

2 Coming from Boulder City, the main line
3 would take you this way, but here there's an off-ramp
4 right here, it will take you to the intersection here
5 and the Frontage Road this way. So in Railroad
6 Pass -- to leave Railroad Pass and to get on the
7 freeway you would come this way. There's a loop ramp
8 that takes you to Vegas, or there's an on-ramp here to
9 go towards Boulder City. And here's the loop.

10 MR. MARKOFF: I think you mentioned it, but
11 can you say again when it is you expect to have Phase
12 I completed?

13 MR. LORENZI: Between 2014, 2015. Early
14 2014, late 2015.

15 MR. MARKOFF: When do you plan on starting?
16 Next year?

17 MR. LORENZI: Yes. We're working with the
18 utilities now, so we're -- technically we've started
19 acquiring right-of-way, we've started coordinating
20 with utilities, they're doing their designs for the
21 relocations. As far as building structures and
22 building main line, that will come in 2012, but next
23 year, a year from now, we should be grading this
24 Frontage Road, bringing that to subgrade. It won't be
25 paved yet, but that allows us to relocate all the

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1 utilities. And you can see there is -- there's the
2 utilities, there's lot of utilities. There's some
3 overhead power, there's phone, there's water, there's
4 gas. You name it, it's there. This is a typical
5 cross-section of the Frontage Road.

6 If you're heading south here, here's the two
7 lanes of the Frontage Road. There's a ten-foot buffer
8 here with a small drainage ditch. There's a ten-foot
9 multiuse path here, another six-foot buffer and then
10 another drainage ditch. And this slope will be graded
11 to either catch existing ground or be graded into the
12 wall.

13 I'm sorry, the first few slides were
14 skipped. I was working off of the other slide show
15 that was on a loop, so I apologize. But this slide
16 here is a summary of each package.

17 I'm sorry. Who had a question?

18 MS. MARCH: Debra March, City of Henderson.

19 So this is part of a larger strategy that
20 ties the bypass then into the bridge. What's the
21 timeline for the entire bypass? Do you have any
22 idea?

23 MR. LORENZI: I would say 10 to 15 years if
24 I had to estimate, 10 to 15 years.

25 MS. MARCH: And that would then tie into

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1 Interstate 11?

2 MR. LORENZI: Yes. Phase I is just this
3 small green segment; Phase II will take you right
4 here. This is the new approach over the bridge. And
5 the truck climbing lane, as I mentioned before, is
6 going to be this portion here. And that's just going
7 to be serving -- and in the interim, to make sure it's
8 a two-lane continuous flow of traffic all the way
9 through Boulder City and on to Vegas.

10 Yes.

11 MS. GREEP: Darlene Greep, G-r-e-e-p.

12 What is the traffic on the access road
13 area? How much traffic do you think will be increased
14 by putting that in near Dawson?

15 MR. LORENZI: That I don't know, I'm sorry.
16 I don't have the answer to that. We have a couple of
17 our designers here. Rick and Steve, do you know that
18 answer to the traffic, the traffic on Access Road. Do
19 we know the projected increase in traffic, the
20 anticipated due to?

21 MR. BOWDEN: Yeah, I haven't seen any
22 numbers on that. We just recently realigned that to
23 tie into Dawson, and so I don't think any numbers have
24 been produced.

25 MR. LORENZI: Well, we can find that out and

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1 we'll have responses to some questions and we can
2 provide that information.

3 MR. HARGETT: Ron Hargett. I live 1580
4 Mustang Drive, and I want to say I'm very appreciative
5 of the changes that have been depicted today and
6 responsive -- responses by your staff. I asked a
7 couple of questions earlier and you showed from the
8 Hacienda on up and around, concerned out of my area
9 but I drive that every couple of weeks.

10 Some of the business that I hear, you're
11 going to divert commercial traffic off the thruway?

12 MR. LORENZI: Divert commercial traffic --

13 MR. HARGETT: East, north or south, whatever
14 you want to call it, from Hacienda to Boulder City.

15 MR. LORENZI: Well, we're not necessarily
16 diverting the traffic, but right now there's somewhat
17 of a bottleneck here, if you will, of traveling
18 northbound going towards Las Vegas. You come across
19 the new bridge, two lanes northbound, and here it
20 necks down to one lane. It's an uphill grade. We're
21 going to add a lane. It's going to be a truck
22 climbing lane that will provide continuous two-lane
23 access all the way, but we're not diverting any
24 traffic off the main US 93 route. But we're trying to
25 look at the US 93, the entire corridor and address the

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1 needs of the corridor, and that being one of them for
2 safety and traffic flow.

3 Like I said, the Buchanan intersection is
4 right here, just reconfigured that. They did some
5 safety improvements along this portion of US 93, and
6 we've been working with Boulder City on some truck
7 inspection areas and whatnot.

8 MR. HARGETT: Because the reason that I ask
9 this, and I have not seen it applied in Nevada, is
10 lane control for commercial vehicles. If that area
11 you just spoke that's depicted in yellow is an
12 additional lane, nothing will be gained if the
13 commercial traffic can run both lanes.

14 MR. LORENZI: Well, we're going to be
15 putting signs, you know, slower traffic keep right,
16 trucks use -- I know not everybody listens to it and
17 not everybody follows it, but --

18 MR. HARGETT: I would encourage you to
19 engineer and plan for the disasters. There's no
20 commonsense way to train people, and I'll tell you
21 that I'm going to drive that way this weekend and
22 there'll be commercial traffic in both lanes. One's
23 going faster than the other. In California on the
24 route I-15, they used lane control to avoid those
25 bottlenecks.

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1 MR. LORENZI: Okay. I can bring that to the
2 planning department's attention and traffic.

3 MR. HARGETT: It's a simple solution and
4 doesn't require a lot of engineering. It's policy and
5 rule of law. Thank you.

6 MR. LORENZI: Uh-huh. Any other questions?
7 Yes.

8 MS. REITH: Now this has all been funded,
9 right?

10 MR. LORENZI: Part of it is. Phase I is not
11 entirely funded. But funding --

12 MS. REITH: Can you just go over kind of
13 where those funds came from, was it part of TARP?

14 MR. LORENZI: They're earmarks, federally
15 funded for right-of-way, and just a week ago there was
16 another \$35 million that was earmarked for
17 construction of Phase I. And it doesn't get us
18 entirely through Phase I, but it gets us through -- we
19 already had the money in place for right-of-way
20 acquisitions. Now we have more than enough money to
21 do the utility relocations and build the Frontage
22 Road. And that additional 35 million that was just
23 earmarked will take us into packages 3 and 4.

24 MS. REITH: Thank you.

25 MR. LORENZI: You're welcome. And I'll put

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1 up this slide here. This slide will give an estimated
2 breakdown. Package 2 utility relocation of Frontage
3 Road, 15 to 20 million. Package 3 and 4 combined,
4 about a hundred to 130 million.

5 MR. MARKOFF: When is the construction of
6 the underpass for the railroad, package 2 or 3?

7 MR. LORENZI: That's in package 1. Right
8 here. That will be part of package 3 and that should
9 start construction in 2012, late 2012, 2013.

10 MR. MARKOFF: Why is package 3 up there?
11 You said it's part of package 1.

12 MR. LORENZI: It's phase 1.

13 MR. MARKOFF: Oh, phase 1.

14 MR. LORENZI: Yeah, phase 1 has four
15 packages, phase 2 -- and here is --

16 MR. MARKOFF: Gotcha.

17 MR. KARN: Bill Karn, Old Vegas Manor
18 homeowner. I notice that intersection by Railroad
19 Pass, that almost cuts out access to Railroad Pass
20 Casino. Is that -- the owners of that, are they
21 involved in this?

22 MR. LORENZI: I just met with them an hour
23 and a half ago, yeah.

24 MR. KARN: I was wondering.

25 MR. LORENZI: No, I met with the director of

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1 operations, the general manager, and that is a huge
2 concern of theirs. Let me get back to the map here.
3 To get to Railroad Pass you can either utilize the
4 Frontage Road and follow this here to this
5 intersection here and this will take you all the way
6 right across the Railroad Pass. Now, they're asking
7 the Department to entertain or look into possibly
8 naming this Railroad Pass Boulevard, that would
9 provide -- we would put advanced signage, Railroad
10 Pass Boulevard, One Mile Ahead, whatnot, and so that
11 will really help people get to know where to go.

12 Like I explained to them too, it's just
13 going to take -- the locals that go there, it may take
14 them one or two times to really get the hang of which
15 exit, which off-ramp to take to get there, but there
16 still will be access provided, and this makes for a
17 much safer, much safer corridor.

18 But here you take this -- let me get to
19 this. Here, to get to Railroad Pass you take the
20 off-ramp here, come to this intersection, and right in
21 that way.

22 Coming from Boulder City, There's an
23 off-ramp here and right into Railroad Pass.

24 MR. KARN: I can see that it's severely
25 going to affect them, because I'm sure they get a

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1 large percentage just accidentally go in there because
2 it's there.

3 MR. LORENZI: That is a big concern. They
4 know a lot of their businesses is locals, and that a
5 lot of their business is people stopping on the way to
6 Arizona, stop to eat, use the restroom, whatnot. That
7 is a concern of theirs. And they said it would make
8 them happy if we could, you know, call this Railroad
9 Pass Boulevard and get signage up there. So I told
10 them I'd take it back to the Department and talk to
11 the people who I need to talk to and see if we can do
12 that.

13 MR. KARN: If it's okay with them, it's okay
14 with me.

15 One more question. Is any of this money
16 coming from this -- are you getting any of the money
17 from the stimulus for the economy?

18 MR. LORENZI: Yes. I believe the last
19 earmark came from that.

20 MR. KARN: Okay.

21 MR. BERKESCH: The purpose of the Frontage
22 Road, what's -- why do they have that there?

23 MR. LORENZI: The Frontage Road provides
24 local access, which is a requirement of the
25 environmental impact statement. We had to provide

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1 local access -- at least one local access, which was
2 going to be from the East Frontage Road but now we're
3 providing from the West Frontage Road. It was a
4 requirement to meet the environmental -- is that
5 right, Chris?

6 MR. YOUNG: Chris Young, NDOT environmental.

7 MR. LORENZI: He's our environment
8 specialist.

9 MR. YOUNG: Again, as Tony mentioned,
10 maintaining local access was a requirement that was
11 mandated by the EIS there and the West Frontage Road
12 does that, it connects -- for people who don't want to
13 jump on the freeway, it connects southeast Henderson
14 to northwest Eldorado Valley. So folks don't need to
15 get on the freeway if they want to go to Railroad Pass
16 if they live here, they can go right down and get
17 around.

18 MR. HARGETT: Where you just kick the dog?
19 The last good meeting that NDOT had where
20 representatives from the immediate community where I
21 live took great exception and I allege that the EIR is
22 flawed because the people that that impacted in the
23 planning were not represented or involved. If you're
24 alleging at this time that the local access, you
25 needed to find it, because I'm offended if that's for

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1 a special subarterial or surface route between Boulder
2 and Henderson. Tough luck Boulder City, drive the
3 freeway. Don't divert side streets and subarterial
4 traffic because it will turn into a disaster. Where
5 you've depicted it and how it shows works fine for me,
6 but if we change again before this gets to building
7 stage, you're going to find some folks upset. The
8 environmental impact report, and all the input as it
9 was represented to us two years ago by NDOT, 95
10 percent appreciated Boulder City concerns that they
11 didn't want to drive the freeway to get to Vegas. And
12 I don't agree with that and I think to date the poor
13 gentleman who was a project leader last time took a
14 lot of heat from us, but it sounds like more people
15 listened than didn't.

16 I'm not sure about engineering and
17 solutions, as long as everybody has their chance to
18 get input and then the engineering wizards design the
19 road fine, but from last time to this time it's about
20 a 99 percent improvement for me.

21 MR. YOUNG: I just want to emphasize, that's
22 why we had last year's meeting and that's why we're
23 having this meeting here, because many, many people
24 who live in that area now when we started this process
25 in the late 90s there was nothing there. So we're

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1 giving you the chance last year and this year that you
2 would have had to voice -- in essence satisfies our
3 public involvement of -- for the environmental part of
4 this process and even though the EIS is done, that's
5 why we're having this tonight. The Federal Highway
6 Administration required us to have this meeting to
7 make sure that everyone was very aware of the most
8 current plan. And, like I say, most of you folks
9 probably didn't live there in 1998. We're hoping
10 you're satisfied that you're actually being involved
11 after the fact as part of the project. We're trying
12 to address those concerns in these designs, the ones
13 we've forwarded last year, modified, and now come to
14 you folks this summer.

15 MR. LORENZI: It's not going to change.

16 MR. HARGETT: The other concern deals with
17 Railroad Pass. In the original planning I thought
18 they were involved, but what I heard today from you is
19 they may have not been having ongoing opportunity for
20 input. We need to appreciate they're a very
21 upstanding community citizen and their involvement in
22 all of the communities around us, and I surely
23 wouldn't want engineering to not take them into
24 consideration. They're right now enjoying a drive-by,
25 almost store front opportunity. It's going to change,

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1 and if they adapt and understand and have input and
2 they're happy, God bless you; if not, look out.

3 MR. LORENZI: Well, no, like I said earlier,
4 they do have concerns, but projects like this, we
5 have -- we try and get early stakeholder input. I've
6 been at the Department since January, I've worked for
7 private consultants before that time, but they --
8 they've had a lot of time, a lot of opportunity, to
9 provide input and concerns. Like I said, there were
10 stakeholder meetings and whatnot and the purpose of
11 those meetings are for that. I don't think -- today
12 may not be the first time they've ever voiced those
13 concerns. I don't know. I really need to check into
14 that. But since I've been here in ten months,
15 today's -- this is the first day that they've actually
16 had concerns or complained, if you will, about the
17 future of the business.

18 MR. HARGETT: I hope you're sensitive and
19 supportive of the naming of that off-ramp and the
20 right-of-way road --

21 MR. LORENZI: I am. I told them, that's the
22 first item on my list is to go in and try and work
23 with them and to get them -- you know, get them as
24 much as we can.

25 MR. HARGETT: Because their heritage there

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1 has earned them the right for a lot of consideration.

2 MR. LORENZI: I've been working with Boulder
3 City too, that Buchanan Boulevard intersection. There
4 are a lot of things that they asked of the
5 Department. I summarized everything in one list; the
6 Department's given them 65 to 70 percent of their
7 requested items. We can't do everything they asked of
8 us, but we've given them enough items where they are
9 actually pretty happy with us right now and they know
10 we're working with them.

11 MR. HARGETT: Thank you.

12 MR. LORENZI: You're welcome.

13 MS. SHINES: Clarice Shines, of Boulder
14 City. Am I understanding right that we will have
15 trucks and commercial trucks coming through Boulder
16 City for the next ten, fifteen years?

17 MR. LORENZI: Yes.

18 MS. SHINES: Wow, wow.

19 MR. LORENZI: I understand ideally the
20 trucks -- keep the trucks out of Boulder City and all
21 the motorists traveling in Boulder City. We've made
22 some sign modifications to try and divert the truck
23 traffic on Buchanan or a left boulevard onto US 93 at
24 that Buchanan intersection, we're working with Boulder
25 City, but there is no perfect solution to keep the

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1 trucks completely out of Boulder City and the cars in
2 Boulder City. We're trying to give the drivers an
3 opportunity whether to -- via the business district,
4 Hoover Dam via business district or -- I'll pull up
5 the sign and show you, but --

6 MS. SHINES: You're not going to provide any
7 flyovers for the trucks?

8 MR. LORENZI: Flyovers for the trucks in
9 Boulder City?

10 MS. SHINES: Yeah, in Boulder City. Then
11 you wouldn't have to bother with all the rest of this
12 construction if you just get the trucks out of Boulder
13 City.

14 MR. LORENZI: That's a lot of miles of
15 flyovers. It's more cost-effective just to stay on
16 course with the phase 2 design than to construct -- I
17 don't know if that's not possible to do flyovers and
18 keep the trucks out of Boulder City.

19 But let me show you the sign right here. We
20 modified this sign to say, you know, Lake Mead, Hoover
21 Dam, via 93 south, left two lanes, business district,
22 right two lanes. So we're modifying the sign, trying
23 to work in such a way that it will give the drivers
24 the option whether to go down to the business district
25 or to the dam.

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1 Yes.

2 MR. YOUNG: I'm sorry. We'll have comment
3 from her and then her, and then we'll go ahead and
4 stop this and we'll do another presentation at 5:30,
5 and then we'll answer questions after that
6 presentation. We don't want to do like a two-hour
7 presentation.

8 Ma'am, please state your name.

9 MS. BOOKER: Diane Booker, president of
10 River Mountain Ranch Estates Homeowners Association.

11 I have to say that looking everything over
12 is a big improvement over what we had to deal with a
13 few months ago, last year.

14 MR. LORENZI: Oh, good.

15 MS. BOOKER: It still leaves a lot to be
16 desired and people need to get their neighbors out,
17 the ones who have problems with this, and get feedback
18 going. We had a lot of people, because we did an
19 awful lot of work to get the people to the meeting
20 last time. I think there needs to be more dialogue
21 between NDOT and the people.

22 MR. LORENZI: Okay.

23 MS. BOOKER: I think that's a primary thing,
24 because I don't know about anybody else, but I got the
25 information over television.

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1 MR. LORENZI: Well, I encourage you --

2 MS. BOOKER: And then I got a call -- I made
3 a call to Mr. McKenzie and he got back to me right
4 away, did a real nice job on that.

5 MR. LORENZI: Okay.

6 MS. BOOKER: But the actual planning looks
7 good. People that have questions and everything, I
8 think you'll see them coming in later because a lot of
9 them work.

10 MR. LORENZI: Right. And again I encourage
11 you to get on our website; that's updated monthly. So
12 the changes are -- it's current right now. It talks
13 about funding, scheduling, risks, benefits. There's a
14 lot of information on there. And if you visit that
15 website, I think some of your questions --

16 MS. BOOKER: I saw the funding was already
17 funded. That's what bothered me, because I knew that
18 the funding was already allocated out within the
19 newspaper. Everybody has to start reading the
20 newspaper.

21 MR. LORENZI: Part of it -- yeah.

22 MS. BOOKER: Watching Week in Review on
23 channel 10, and watching Ralston because you get a lot
24 more information.

25 MS. REITH: So my question dovetails off of

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1 Diane's basically. On the handouts on the slides and
2 stuff, it says all information presented is
3 preliminary, subject to revision. So basically I just
4 want to know how we're all going to get notice of any
5 revisions that have been made to what we're seeing
6 today. On the handouts, it says that all information
7 presented is preliminary, subject to revision. So
8 what I'm wondering is how we're all going to get
9 notice of any revisions that have been made?

10 MR. LORENZI: The website will show what's
11 changed. I don't have a slide of it, but there's a
12 section here, what's changed since last update, scope,
13 schedule, cost, project and descriptions would
14 change. But we put preliminary on there just because
15 it's just not final. But we don't -- we don't
16 anticipate any changes whatsoever. The frontage roads
17 are set, main lines set. Like I said, we're too far
18 along now to be changing alignments. Right of way has
19 been set and that's a big deal, so...

20 MR. HARGETT: Suggestion: we had a sign-in
21 sheet we filled out. Could that be made into a
22 mailing list and used to finally update us?

23 MS. MAXEY: Is there a newsletter? Is he
24 referring to your newsletter?

25 MR. HARGETT: That may take some of the

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1 sting out of the community not getting the word.

2 MS. MAXEY: We will take that back to the
3 Department.

4 MR. HARGETT: Just a suggestion.

5 MS. MAXEY: Thank you. With that, Tony,
6 thank you. We're going to go ahead and turn this back
7 over into open format. We will be doing another
8 presentation in 10 minutes. Thank you very much.

9 (Public Comment)

10 MR. CORBIN: My name is Greg Corbin, 1652
11 Shootout Place And I just want to say I'm here as a
12 resident and also the director of the Nevada State
13 Railroad Museum. My interest is with the Railroad
14 Crossing. But I'm in favor of the design changes on
15 the frontage road because as a resident of the area,
16 immediate area impacted by it that I support the
17 changes and very pleased with the design modifications
18 that they've done.

19 MS. MAXEY: We'll go ahead and get started
20 with our second presentation a couple of minutes late.

21 As promised, we're doing our second
22 presentation, 5:30. We did a presentation at 4:30.
23 This presentation is exactly the same.

24 My name is Julie Maxey. I'm the public
25 hearings officer for the Nevada Department of

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1 Transportation. With me tonight is Tony Lorenzi. He
2 is the project manager for the Boulder City Bypass -
3 Phase I which we will be discussing tonight.

4 With me tonight also we have Chris Young in
5 the back. Hi, Chris. And we have some Right-of-Way
6 agents with us to discuss right-of-way, if you have
7 some right-of-way concerns.

8 Before we get started, just a couple of
9 housekeeping items. Exit to the back and exit here.
10 The restrooms are also through this door. After the
11 presentation we will be doing a question and comment
12 session, and if you would state your name clearly for
13 the court reporter. We have Donna here tonight from
14 Depo International who will be taking down the
15 presentation and your comments and questions
16 verbatim.

17 So with that I'll go ahead and turn it over
18 to Tony.

19 MR. LORENZI: All right. Thank you for
20 coming tonight, round two of the Boulder City Bypass
21 Public Information Meeting. The intent of the meeting
22 tonight is to discuss the design modifications since
23 the last public meeting two years ago. So this
24 project has been kind of on-again, off-again over the
25 last several years, but it's been elevated to a higher

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1 priority and this project is moving forward. Our
2 design staff is working full-time on this and we'll be
3 delivering -- I'll explain the phasing and the
4 packaging and when they're going to be delivered. And
5 we'll be talking about the status of each phase, 1 and
6 2, the Frontage Road modifications, and several
7 improvements along the US 93 corridor, and follow with
8 a question-and-answer period.

9 Here's a project overview of Phase 1 and
10 Phase 2. Phase 1 in the green line here gets you to
11 the 95, and Phase 2, much larger phase, brings you all
12 the way to the new approach to the Hoover Dam bypass.

13 Here we have a breakdown of Phase 1. Like I
14 said, it's divided into four packages. Package 1 is
15 right-of-way acquisitions that are currently
16 underway. We anticipate those being complete this
17 time next year. Once all the right-of-way is
18 acquired, then we can begin on package 2 which is
19 construction of the West Frontage Road and all the
20 utility relocations.

21 Now that this project has been accelerated,
22 we're working with utility agencies right now to
23 relocate the utilities that don't require the new
24 right-of-way. Package 3 and 4 kind of are going
25 together. Those are the main line with all the

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1 structures. Those we anticipate starting construction
2 late 2012, with a two to three-year construction
3 period.

4 Here we have package 2. As you can see,
5 there's a lot of utilities, there's gas, water,
6 overhead power lines, four very large overhead power
7 line towers that we're going to have to relocate. And
8 the Frontage Road you can see here is a green line,
9 and this was an older configuration of the West
10 Frontage Road extension.

11 Right now our design -- the final design
12 will tie into here at the corner of Dawson and Access
13 Road. So again, this will start late 2011.

14 MR. ROBERTO: What is going to tie in on
15 Dawson and the access road?

16 MR. LORENZI: It's Frontage Road. We're
17 calling it the West Frontage Road, and that's to
18 provide local access, and to satisfy the environmental
19 impact statement we need to provide local access.
20 It's a requirement of the Federal Highway
21 Administration.

22 MR. ROBERTO: That would give access for
23 which --

24 MS. MAXEY: Excuse me. If we could please
25 leave our questions and comments until the end of the

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1 presentation.

2 MR. ROBERTO: All right.

3 MR. LORENZI: Thanks.

4 MR. ROBERTO: Sure.

5 MR. LORENZI: Here we have a cross-section
6 of the West Frontage Road, and if you're heading
7 towards Boulder City in a south direction, here we
8 have the road. There's a ten-foot buffer with a minor
9 grading, drainage ditch here. Ten-foot multiuse path
10 along the entire length of the West Frontage Road, and
11 there's a six-foot buffer and then four to six-foot
12 drainage ditch here, and this will grade either up to
13 the existing slope or into the retaining wall.

14 This was package 3, prior to our Frontage
15 Road modifications. Two years ago when we had a
16 public meeting and there was an East Frontage Road
17 following this here, and it was tying into foothills.
18 Now, we've eliminated the East Frontage Road and we've
19 extended the West Frontage Road from this point to
20 Dawson and Access. The Department was originally
21 going to do the West Frontage Road, but terminated at
22 this point, but the City of Henderson has asked us to
23 extend this Frontage Road and eliminated the east, so
24 that's really the only thing that's changed in the
25 last two years.

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1 Here is the proposed package 3. It goes
2 from south of Foothills Road to the Railroad Pass.
3 There's a flyover to take you to Boulder City, and
4 we'll see on the next slide in package 4 how people
5 would get to the Railroad Pass Casino. You can see
6 the West Frontage Road. This is the final alignment
7 here. We're going to be providing a railroad crossing
8 here, an at-grade crossing meaning there's going to be
9 the lights and the signs at this point, and we will be
10 reconnecting the railroad tracks here that are
11 currently severed by the main line. And the main
12 line -- sorry, the main line will go underneath the
13 railroad tracks at this point.

14 Here is package 3 and 4. Package 4 are the
15 darker brown lines; package 3, this section. You
16 know, people asked in the last presentation, how will
17 you get to and from the Railroad Pass Casino? You
18 would take an off-ramp to this interchange, go over to
19 Railroad Pass. Leaving Railroad Pass you would come
20 over here, either make a left to get on 93 south to
21 Boulder City, or make a left-hand turn here and follow
22 the loop north to Las Vegas. And at this point the
23 main line terminates here and exits to 95, and phase 2
24 will pick up here and go over 95 around Boulder City
25 and tie into the Hoover Dam bypass.

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1 Here is a photo simulation of phase 1,
2 Railroad Pass Casino over here, Boulder City out in
3 the distance. Here you can see the West Frontage
4 Road. Multiuse path. And this is the off-ramp that I
5 was talking about taking if you wanted to go to
6 Railroad Pass, you would take this off-ramp here.
7 You'd go this direction towards Boulder City. Coming
8 from Boulder City to go to Las Vegas, you'd follow
9 this route. From Boulder City to Railroad Pass, you
10 take this off-ramp, make a right-hand turn, and you're
11 right there.

12 Over the last three years the Department has
13 done several safety improvement projects, one on the
14 US 93 corridor. This project here was done in 2008.
15 Pacifica Way, Ville Drive, and Lake Mountain Drive,
16 there was IT intersections put there. We did some
17 refresh on all the striping there, put some raised
18 pavement markers here, we put in a new overhead sign
19 and revised other signs from the corridor.

20 Another project that we did in the corridor,
21 just completed construction a week ago, actually
22 they're still doing some small cleanup items now, some
23 of the reconfiguration of the US 93, Buchanan
24 Boulevard intersection. The bridge is now open, so we
25 know that there's going to be a little under 2000

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1 trucks a day coming through Boulder City.

2 By reconfiguring this intersection we're
3 able to give the free right movement here. Instead of
4 them stopping and merging with traffic, they now have
5 their own lane to continue on US 93. Right now we
6 lengthened the dual left-turn pocket to go to the
7 dam. It used to end about right here, and we brought
8 it all the way back to here for the long queues of
9 trucks and a lot of traffic going to the dam.

10 The third project that we're currently
11 looking into now and identifying right-of-way is a
12 truck climbing lane. Right here is the new approach
13 to the Hoover Dam Bypass, so this truck climbing lane
14 will be in the northbound direction, about two miles
15 from this approach to just north of Lake Shore Drive
16 here. And right now we have a two-lane approach from
17 the bridge; it goes down to one lane northbound and
18 then opens up to two lanes here. So by widening this
19 one lane, we'll have continuous two-lane northbound
20 traffic all the way into Vegas.

21 The status of the bypass, we talked about
22 phase 1 timelines. Phase 2 is still -- right now is
23 still 10 to 15 years out in the future. Right now
24 it's -- a 30 percent design is completed,
25 right-of-way's been identified, and we're working with

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1 Boulder City right now. They're asking us to allow
2 them to start some surveying and right-of-way
3 acquisitions. And the majority of the land required
4 for this phase is going to be donated by Boulder City
5 through a land transfer, and a lot of it is also
6 coming from the Bureau of Reclamation and the BLM and
7 Henderson.

8 This construction cost. Phase 1 is about
9 190 million projected; phase 2, 270 to 315 million.

10 Here I mentioned the Frontage Road earlier.
11 This is a plan view looking down on a segment of the
12 Frontage Road. The landscape architect, they have it
13 labeled Access Road, but there's a retaining wall from
14 here to here. It's about a 1200-foot long retaining
15 wall, it's about a 20-foot tall retaining wall,
16 because the Frontage Road is elevated substantially
17 over the grade for the future main line.

18 And the multiuse path is on this side of the
19 Frontage Road, so it's not on the side where the
20 retaining wall's going to be.

21 Here is a rendering of just one of the
22 possible aesthetics on the retaining wall. It's not
23 final, but it's just one aesthetic that the landscape
24 architect provided, and the theme here is the 31ers
25 migration they call it; people, families, migrating

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1 out towards the dam for work. High scalers here, the
2 picture of a person pouring concrete here, and this is
3 actual scale pipe that feeds the water into the
4 turbines. You can see here's a person standing there,
5 so this is an over 20-foot diameter pipe.

6 So the idea is to just have this theme of
7 people migrating onto the Hoover Dam. It's still
8 subject to change, but right now this is what we've
9 come up with.

10 I'd like to open it up for any questions.

11 Yes.

12 MR. BUCHANON: Darryl Buchanon. I'm in
13 first flight, Old Las Vegas Ranch. The area that I
14 live in is literally right on the corner where
15 foothills comes away from the highway and Old Vegas
16 Trail.

17 Anyway, my question is, you keep mentioning
18 railroads and railroads and the tracks and the right
19 of pass. Forgive me, but I've ridden my bike a lot in
20 that area and there is no active track, so what tracks
21 are you talking about? The ones out of Boulder City
22 aren't being used, and there's no tracks on the other
23 side. Ones that are discontinued, but...

24 MR. LORENZI: Correct. Well, the railroad
25 museum, the Boulder City Railroad Museum has a line

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1 that runs along here, and right now US 93 has severed
2 those railroad tracks. Well, this is the existing US
3 93 alignment. Here the darker line is the proposed
4 alignment. We're going to go underneath the existing
5 railroad tracks here and we are going to be
6 reconnecting these tracks where the existing alignment
7 is. So there will be a continuous rail line all the
8 way into Henderson. I mentioned a crossing that we're
9 creating here. It just means that we're crossing our
10 Frontage Road at the railroad tracks. So in creating
11 a crossing, we have to mitigate that and give at least
12 one crossing back which we are satisfying by
13 reconnecting these tracks here.

14 MR. BUCHANON: So you're saying that the
15 tracks or the train -- basically for lack of a better
16 term, the tourist train is just going to continue past
17 the casino and go into Henderson?

18 MR. LORENZI: It can. I don't know what
19 their plans are for that. Greg Corbin was here
20 earlier. There would be a track there physically
21 enabling them, but Henderson will be owning and
22 maintaining this crossing here, and that's something
23 that the museum and Henderson would have to work out
24 as far as how far they can go on the tracks. But
25 it'll be a continuous track the entire way.

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1 MR. BUCHANON: Thank you.

2 MR. LORENZI: You're welcome.

3 MS. SCHRODER: My name is Gerri Schroder and
4 I'm a member of the Henderson City Council and I
5 represent this board. I just want to thank you for
6 working with the City of Henderson and working with
7 the residents about the Frontage Road. That was
8 something that was decided, not by the citizens of the
9 City of Henderson, but by people in Boulder City.

10 So I know that there was a neighborhood
11 meeting in Boulder City a long time ago and I know
12 that we had a previous project manager. So welcome --

13 MR. LORENZI: Thank you.

14 MS. SCHRODER: I'm glad that you're here,
15 and we're glad that you worked with the City of
16 Henderson and with the neighborhood.

17 What I would suggest also is, from what I
18 understand, you were going to have a neighborhood
19 meeting in Boulder City again, and that our staff was
20 able to communicate with you how important it is that
21 this Frontage Road is in the City of Henderson, not in
22 the city of Boulder City. So thank you for bringing
23 this over here to Henderson.

24 Future meetings, neighborhood meetings, I'd
25 really appreciate it if you would have it in Henderson

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1 too, being that it's these people here that are going
2 to be impacted and not the people in Boulder City.

3 A little comment, that I had a lunch today
4 with Councilman Travis Chandler from Boulder City, and
5 I like to see that the bypass is going to go south of
6 Boulder City. And we had talked about this particular
7 bypass and that's what he would like and I think that
8 would make sense.

9 So thank you again for bringing us out, for
10 working with us, and, you know, if anybody here has
11 any questions, you know, we are working closely with
12 NDOT and our staff with Rob -- oh, there's Rob. Rob
13 Hearn from our traffic division. And also we have
14 Patricia Ayala here from Parks and Recreation. She
15 can probably help with talking about some of the
16 trails too that we're working together. So thank you
17 very much.

18 MR. LORENZI: You're welcome.

19 Yeah, no, this was definitely a meeting that
20 had to be here. It's directly an impact to Henderson,
21 although it is called the Boulder City Bypass. But,
22 you know, from this -- you know, every meeting that we
23 have, we will make sure we hold it in a location that
24 makes sense to who it's going to be impacted or
25 affected.

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1 MS. SCHRODER: Thank you.

2 MR. ROBERTO: I have a question. I live at
3 1313 Allegheny Moon, so I live in a development that's
4 right along Dawson and right next to Access. I'm
5 wondering -- I don't understand quite all of this, but
6 how is traffic going to impact my residential area?
7 That would be the Dawson and Access Road area.

8 MR. LORENZI: Here's Access Road here,
9 here's Dawson. I know there's some -- you live over
10 here?

11 MR. ROBERTO: No, no. Get up a little
12 higher. Right below where it says 96, right in that
13 area. Right there.

14 MR. LORENZI: How will the Frontage Road
15 tying into Dawson affect you?

16 MR. ROBERTO: Yeah. How's the traffic going
17 to impact that particular area?

18 MR. LORENZI: Well, it provides local
19 access --

20 MR. ROBERTO: Yeah, I know what it
21 provides --

22 MR. LORENZI: -- but here people could leave
23 this residential area here, they could come down
24 foothills, turn onto Dawson and keep going on the
25 Frontage Road.

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1 MR. ROBERTO: Okay.

2 MR. LORENZI: Or vice versa. People could
3 come from the Frontage Road down Dawson, go into this
4 residential area here, or to the college. There's
5 going to be a college, a growing college. I've been
6 told that's -- could be possibly 25,000 enrollment
7 college here.

8 MR. ROBERTO: I could see where they'd have
9 access, but if they went north to Wagon Wheel they'd
10 have access also, wouldn't they? I mean, they
11 wouldn't have to come around --

12 MR. LORENZI: This direction here?

13 MR. ROBERTO: Yeah. They could go over
14 to --

15 MR. LORENZI: Rob, this connects to Wagon
16 Wheel, correct?

17 MR. HEARN: Robert Hearn with the City of
18 Henderson Public Works. And the intent would be that
19 the Frontage Road provides access from the new
20 interchange at Railroad Pass and connects into the
21 interchange that's at Wagon Wheel, so you could use
22 Dawson, Conestoga, come out there by the Shell station
23 and access the Wagon Wheel interchange from the
24 Frontage Road.

25 MR. ROBERTO: Yeah, if you can access the

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1 Wagon Wheel exchange coming right down 93 and 95,
2 couldn't you?

3 MR. HEARN: Correct, so --

4 MR. ROBERTO: I don't see the big advantage
5 of changing it around.

6 MR. LORENZI: We have to satisfy the
7 environmental impact statement, which is providing
8 local access, and it's a requirement of the Federal
9 Highway Administration to do this.

10 MR. ROBERTO: Well, okay. Thank you.

11 MR. BUCHANON: Darryl Buchanon again.

12 So then do you have a plan to develop all of
13 those roads from Dawson towards the present college?
14 And as you mentioned around to the Shell station,
15 they're okay for back country roads, so to speak, but
16 they're nowhere near highway quality, so is there a
17 plan in the works to eventually, sooner if not later,
18 develop all of those roads back in there too?

19 MR. HEARN: We're trying to work on exactly
20 where we tie that Frontage Road in and how we can work
21 it with the college, as well as we know it's fairly
22 tight -- I confuse the street names, so forgive me.
23 But where the KB Development is there, along
24 Conestoga, Dawson, how we could best route the traffic
25 to that area. If we try to stay west, closer to the

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1 state college area and tie into what -- Wagon Wheel as
2 it extends out towards state college. So we don't
3 have it exactly worked out, but we're working on how
4 we map this whole area. Does that make any sense, or
5 no?

6 MR. BUCHANON: It kind of does. But, like I
7 said, it's basically okay for people who live in the
8 area that just need to get from A to B, but if you're
9 talking about a lot of traffic coming off the highway
10 to be funneled towards Wagon Wheel, that's major work
11 you're talking about.

12 MR. HEARN: And the intent would be that the
13 Jericho Heights Development, if that ever goes, that
14 they would have access and it would be more just
15 residential-type traffic. We wouldn't be having
16 freeway or, you know, high -- folks that should be on
17 the freeway wouldn't be using this Frontage Road.
18 It's circulation within the area. Your residential
19 area, as the Jericho Heights area, would be able to
20 circulate once they get off the freeway into their
21 houses. We also have to add into that that the state
22 college is coming and it could be a very big college
23 and how to get those folks out. The focus will be to
24 get them onto Wagon Wheel and Interstate drive there,
25 getting them to the interchange at Wagon Wheel.

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1 MR. BUCHANON: You're more or less going to
2 develop on both sides of the college so to speak for
3 all the college people that are coming towards Wagon
4 Wheel, as you say, from the college towards the future
5 Jericho site, you've got to develop that way too.

6 MR. HEARN: But in the college plan, there
7 is another road along the south boundary of the
8 college that would come out near that access road, and
9 we're trying to see how we tie that into the Frontage
10 Road so that we aren't routing a lot of the traffic
11 through the residential area. We're trying to make
12 those work together as much as we can.

13 MR. BUCHANON: Be interesting to see.

14 MR. HEARN: It's a challenge.

15 MR. LORENZI: Yes.

16 MS. SLAVICK: My name is Patricia Slavick
17 and I'm a Boulder City resident. I live off of Lake
18 Mountain Drive, and the section between Hacienda and
19 Buchanan, you've made some changes there which have
20 been positive, but for those of us who try to get in
21 and out of there, already I can see a tremendous
22 difference in the trucks that are coming up, in the
23 whole safety issue. Now, I've attended about three or
24 four different meetings in Boulder City discussing
25 options for when the bridge did open up, things that

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1 they were considering in terms of getting those of us
2 that live on, I think it's the east side there, being
3 able to get out onto the road because we only have one
4 access now on the 93.

5 Is the Department of Transportation working
6 with Boulder City in any way to provide any interim
7 options in the 10 to 15 years that it's going to take
8 to complete phase 2?

9 MR. LORENZI: Yes. Let me escape out of
10 this presentation and show you a slide. We're working
11 with Boulder City on a frontage road. They've asked
12 us to -- Yucca Drive over here, to tie Yucca to Lake
13 Mountain. So even though the frontage road isn't
14 going to be very close to US 93, it will be a way for
15 people within Boulder City to move back and forth
16 through here without accessing US 93 main line.

17 MS. SLAVICK: Any kind of timeframe on
18 that?

19 MR. LORENZI: They just started the
20 environmental assessment on that. I can't give you an
21 exact timeframe, but I'd say within the next -- next
22 couple of years we should have some plans done by
23 then. Just depends on how long the environmental
24 takes. Sometimes it can take a little while.

25 MS. SLAVICK: That's encouraging, very much.

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1 MR. LORENZI: Yeah, we're working with Scott
2 Hanson Director of Public Works and Jim Keen, and, you
3 know, that is one item that they are really pushing
4 and we're working with them on that.

5 MS. SLAVICK: Very good. Thanks.

6 MR. ROGERS: Tim Rogers, 1520 Wagon Wheel
7 here in Henderson. Hopefully nobody asked this
8 already; if so, I apologize. But the access road off
9 of the new West Frontage Road that's going over to the
10 existing Boulder Highway corridor, is that still going
11 to be necessary if it's going to be a closed freeway?

12 MR. LORENZI: I don't -- I know what you're
13 talking about. I don't think it is necessary, and I
14 need to confirm this. You're talking about this here?

15 MR. ROGERS: Yes, that little access area
16 there.

17 MR. LORENZI: This is a controlled access
18 freeway, so I don't believe that's going to be an
19 option anymore. But I need to confirm that.

20 MR. ROGERS: Okay. Yeah, I just want to
21 make sure. That wouldn't be another bridge access?

22 MR. LORENZI: No. No interchange, no
23 bridge, anything.

24 MR. ROGERS: That, and just a comment that I
25 like the fact that DOT is doing the majority of the

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1 interchange itself with all the flyovers and all that
2 on the other side of the mountain, I appreciate that
3 because that's always been one of my concerns is that
4 all the structures are going to be over here and we're
5 going to leave all that over there, hoping for new
6 development.

7 MR. LORENZI: Right, right. Okay.

8 MR. NYHOLD: Question, Bob Nyhold. I went
9 to the meetings about the college and they had talked
10 about actually building a on and off-ramp at Access
11 Road at that -- and then they're talking about
12 building and the college. That right now you can only
13 get off that access road when you're eastbound, and
14 they were talking about building a whole new
15 interchange there at Access Road to be able to get
16 into the college off that. Is that not happening?

17 MR. LORENZI: I never heard of that
18 happening. I am not aware of any plans for that. I'm
19 full-time on Boulder City. Steve Marrow and Rick
20 Bowden, they've been with the Department a lot longer
21 than I have.

22 Have you guys heard anything about that?

23 MR. BOWDEN: No.

24 MR. NYHOLD: That's not going to happen.

25 MR. LORENZI: No.

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1 MR. NYHOLD: Thank you.

2 MR. ROGERS: Tim Rogers, once again. What
3 would happen to the existing roadway?

4 MR. LORENZI: On the Access Road.

5 MR. ROGERS: Not the --

6 MR. LORENZI: Oh, the existing alignment
7 here?

8 MR. ROGERS: Yeah.

9 MR. LORENZI: That will be abandoned --
10 Rick, Steve, do you know exactly how they're going to
11 abandon that?

12 MR. BOWDEN: As I understand it, we're going
13 to be abandoning that alignment and basically putting
14 it back to the natural state. So that road will be
15 obliterated so it can go back to natural state and
16 eventually you wouldn't even know it was there.

17 MR. LORENZI: Thanks, Rick.

18 Any other questions?

19 MS. MAXEY: Okay. With that, we'll go ahead
20 and turn this meeting --

21 MS. ROBERTO: Actually, what is the purpose
22 of that Frontage Road?

23 MR. LORENZI: Well --

24 MS. ROBERTO: I mean, it seems to me it's
25 just connecting a little bit of traffic to 95.

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1 MR. LORENZI: Well, it's connecting the
2 interchange at Railroad Pass to the local access here,
3 and we had to do that to satisfy the environmental
4 impact statement requirements from the Federal Highway
5 Administration. That way people have the option to
6 commute from the Railroad Pass interchange area to
7 here without getting on the freeway.

8 MR. ROBERTO: The freeway, that will no
9 longer exist right there, will it?

10 MR. LORENZI: Getting on the new freeway
11 here, just further -- a short couple of miles.

12 Yes.

13 MS. MELARI: If they're getting on the
14 freeway now, what difference does it make?

15 MR. LORENZI: I'm sorry; what was the
16 question?

17 MS. MELARI: They're already getting on the
18 freeway now, so what difference does it make whether
19 or not there's an access?

20 MR. LORENZI: When we build the West
21 Frontage Road, they'll have the option, some of these
22 people, getting on the freeway now may not want to get
23 on the freeway, but they have to. When we build the
24 Frontage Road, then they'll have an option of staying
25 on the local or an arterial collector or getting on

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1 the freeway.

2 MS. MELARI: Why?

3 MR. LORENZI: It's a requirement of the
4 Federal Highway Administration. We have to provide
5 local access.

6 Chris Young here is our environmental
7 specialist. He's been involved with this whole
8 environmental process, so he may be able to explain it
9 better than I can.

10 MR. YOUNG: There's a number of already
11 existing private operations out there, and again the
12 whole point of the freeways is controlled access. So
13 we can't have driveways and all these access points
14 off of the freeways. So the Frontage Road, at one
15 time both Frontage Roads were to serve this local
16 access, the nonfreeway access to Railroad Pass, to the
17 private areas out there, to the public lands out
18 there, so now this Frontage Road will facilitate that
19 access without again having the need to enter the
20 freeway, or more importantly to add conflict points
21 along the freeway. It's best way I can explain it I
22 guess, even though it's probably not satisfactory.

23 MR. ROBERTO: Are there conflict points
24 along the freeway there because of -- I don't know of
25 any, where are they?

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1 MR. YOUNG: Well, when this is done, there
2 will only be the interchange there that's shown on the
3 far right-hand side of the picture, and then the one
4 that's already out here at Wagon Wheel or -- right, at
5 Wagon Wheel. Those'll be -- if you want to get off to
6 do something in here, to visit a friend or go to the
7 college, then you'd use that one. If you're going to
8 the shop factory or wanting to access the public and
9 private lands in northwest El Dorado Valley, then
10 you'd have to go to the interchange there.

11 MR. ROBERTO: Isn't that the way it is now?

12 MR. YOUNG: In essence it is, but since
13 we're doing the new configuration for the freeway, we
14 also still need to have that. It's like it is now.

15 MR. ROBERTO: That exists now.

16 MR. YOUNG: Silver Line Road. This west
17 Frontage Road goes for the entire distance of this
18 phase, phase 1.

19 MR. ROBERTO: But you're not eliminating
20 anything.

21 MR. YOUNG: No, no, no --

22 MR. ROBERTO: There is no access --

23 MR. YOUNG: We're trying to maintain at
24 least the level of access that we have now to that
25 area or improve it, because there are private

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1 landholders and it's public land.

2 MR. ROBERTO: Improve the access.

3 MR. LORENZI: Jericho Heights development is
4 right in this area. I was just visiting with Lynn
5 Goodfellow. He has operations here, sand and gravel
6 pits here. Right now, you have to go US 93, switch to
7 the 95, and then come down Silver Line Road to get
8 over to here.

9 MR. ROBERTO: I see that, yeah. It's
10 obvious if you're pulling a little weight there, I
11 would say, you're not -- I mean, I just feel a little
12 bit confused. You're saying, well, we're putting this
13 in so there's no access to the expressways. Well,
14 there is no access to the expressways right now in
15 that particular section, but if you want to create
16 access to Frontage Road, then I can see where you're
17 going to run this Frontage Road through and make that
18 more accessible to these other operations. But it
19 isn't to improve the access on the freeway as it
20 exists right now, because there is no access in that
21 section.

22 MR. LORENZI: Right. No access here.

23 MR. ROBERTO: No access from Access Road
24 over to the -- other than the casino up to the 93 --
25 where 95 cuts off, the 93 cuts off. So, you know,

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1 there's no -- you're not improving anything on that
2 particular point. I can see where there's a lot of
3 other factors that have to be taken into
4 consideration.

5 MR. LORENZI: Jericho Heights development,
6 like I said, will be right here, industrial areas
7 here. Right now, the only way they have to get onto
8 US 93 is to go out Silver Line Road over here in this
9 direction.

10 MR. ROBERTO: No, they can come back down if
11 they have the Frontage Road.

12 MR. LORENZI: Yes, the Frontage Road will
13 enable them to not have to go this route.

14 MR. ROBERTO: Yeah. I see that, yeah.

15 MR. LORENZI: And the college here, there's
16 going to be a large college.

17 MR. ROBERTO: Okay, if there's a large
18 college.

19 MR. LORENZI: That's the plan.

20 MS. ROBERTO: When is that college --

21 MR. LORENZI: That I don't know.

22 MS. ROBERTO: Is it --

23 MS. SCHRODER: The college is already
24 there. They're expanding it. A little bit at a time,
25 they only have so much money.

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1 MR. LORENZI: I think the intent is to have
2 some 25,000 enrollment in college there.

3 MS. SCHRODER: Yes.

4 MR. LORENZI: Yes.

5 MS. MELARI: I noticed that you didn't move
6 the access road to the opposite side of the freeway,
7 and we thank you for that because the trail system is
8 there. I do notice that on this access road here,
9 Dawson access and Paradise, how's that going to
10 interact with the trails when you come under
11 Foothills, over into the mountains?

12 MR. LORENZI: Come under Foothills here?

13 MS. MELARI: Because eventually Mountain
14 Loop Trail is going to be coming through there,
15 through these mountains over here over to this side,
16 how's that going to impact, because right now, I've
17 ridden through there and I wouldn't go there again.

18 MR. LORENZI: Can you help me out with that
19 River Mountain Loop Trail?

20 MR. HEARN: You're talking about mostly
21 getting underneath Foothills --

22 MS. MELARI: Right.

23 MR. HEARN: -- and then how we kind of
24 connect the east side to the west side? We're
25 certainly working with Trish in Parks and Rec. Right

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1 now, as you know, Foothills is a six-lane road under
2 the freeway. Probably doesn't need to be six lanes.
3 So there are some options there. Maybe we can
4 connect down that roadway section and provide a trail
5 adjacent to the road and still not have to affect the
6 bridge that's up above. So we're looking at some of
7 those things. Trish is after us on a frequent basis
8 to get that worked out.

9 MS. MELARI: Me too, sorry.

10 MR. HEARN: So I think that's the plan, and
11 then obviously how the state college builds out and
12 what kind of traffic and things come from that build
13 out is going to have impact on that.

14 But the initial answer is we'd like to
15 narrow that road section down and provide a trail
16 underneath the existing bridge.

17 MS. MELARI: That would be great, because
18 that's a big road.

19 MR. HEARN: And that would kind of release
20 everybody that's on the west side to get out to the
21 mountains and everything that's to the east there.

22 MS. MELARI: I do want to say thank you for
23 moving this frontage road. That was my biggest
24 concern, and thank you.

25 MR. LORENZI: You're welcome. Thank you

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1 for coming.

2 MR. PIPER: I don't quite have my bearings
3 on the aerial photo for the Frontage Road extending
4 to the private shooting range that's on that area by
5 the gravel.

6 MR. LORENZI: Right here is where Frontage
7 Road ties into this existing -- I'm not sure what the
8 name of that road is here. I know Silver Line.

9 MR. ROBERTO: It's the dirt road.

10 MR. LORENZI: It's the dirt road with the
11 Goodfellow K&T or -- operations in that area. But
12 it's going to tie in right here.

13 MR. PIPER: Okay.

14 MR. ROGERS: I know you guys can't promise
15 miracles, but with the prevailing wind always coming
16 out of the south probably 80 percent of the time, we
17 get wind funneled right up through Railroad Pass that
18 comes right over section 27. I'm just wondering,
19 beyond just the basics, do you have any other plans
20 on dust control? It's going to be bad.

21 MR. LORENZI: There's strict requirements
22 with the dust control permits and air quality
23 permits, so it's mandatory that during the
24 construction they keep it watered and keep the dust
25 down. If at any time they get a complaint and they

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1 go out there and see that there's too much dust,
2 they'll either shut them down or have them take care
3 of it then and there.

4 MR. ROGERS: Would that be Clark County --
5 if we had to contact somebody, would that be dust
6 control or NDOT?

7 MR. LORENZI: Steve, can you help me on
8 that?

9 MR. MARROW: For any dust coming off of one
10 of our projects, you'd be going through your resident
11 engineer.

12 MR. LORENZI: The resident engineer with
13 NDOT.

14 MR. YOUNG: Yeah, the air quality permit
15 that's issued for the project will come through the
16 County, so they're the actual regulatory element
17 there. So yeah, if you're out there and you see dirt
18 coming off, give them a call.

19 MR. ROGERS: I want it to get done as fast
20 as possible.

21 MR. LORENZI: We do too.

22 MR. YOUNG: They're supposed to
23 implement -- they're called the best management
24 practices and watering is -- we beat that into our
25 resident engineers and consultants and all those

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1 folks working on those projects that they need to
2 maintain EMPs throughout the duration of the project
3 there.

4 MR. ROBERTO: One more question.

5 MR. LORENZI: Yes.

6 MR. ROBERTO: This is a lot of money.
7 Where is all this money coming from?

8 MR. LORENZI: Federal monies.

9 MS. ROBERTO: Is this part of the stimulus
10 package?

11 MR. LORENZI: Yes. I believe a good
12 portion of it is, yes. There was \$35 million
13 earmarked years prior to go towards the right-of-way
14 acquisitions, and this last week the transportation
15 board approved another 35 million for the
16 construction of Phase I.

17 MR. NYHOLD: So all this is federal
18 money -- a lot of it's federal money. Is there any
19 matching money?

20 MR. LORENZI: 95 percent federal, 5 percent
21 state matched funds.

22 MS. SCHRODER: Councilwoman Schroder
23 again. The people who will be working on this, is
24 this going to be local?

25 MR. LORENZI: As far as contracting?

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1 MS. SCHRODER: Yes, contracting and not
2 bringing in people from out of state, because we have
3 a lot of people here that are out of work right now.
4 They've invested their lives here, they own homes
5 here, their kids go to school here, and I'd really
6 love to see those people work close to home rather
7 than bringing other people from out of state.

8 MR. LORENZI: When we advertise a
9 construction project, we put it out to bid. We
10 accept bids from local, nonlocal. I would rather
11 have local, like you said, support our Nevada
12 contractors, but it's possible that a nonlocal prime
13 contractor could be the low bidder and win the job.
14 But I have seen nonlocal contractors hire many
15 subcontractors that are local. So it's a
16 possibility, but I think we would all like it to stay
17 in Nevada.

18 MS. MAXEY: Okay. If we don't have any
19 more questions, we'll go ahead and turn the meeting
20 back to a open format. Still feel free to ask
21 questions if you still have them.

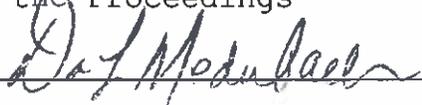
22 Thank you for coming out tonight.

23 (Exhibits 1 and 2 were attached for
24 identification purposes.)

25 (Time Noted: 7:00 p.m.)

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1 ATTEST: Full, true and accurate
2 transcript of the Proceedings

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4 _____

5 Donna L. Medenbach, CCR 313

6 Date November 22, 2010

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