

**U.S. Department of Transportation
Federal Highway Administration
and the
Nevada Department of Transportation**

**BOULDER CITY/U.S. 93 CORRIDOR STUDY
“BOULDER CITY BYPASS”**

REEVALUATION

of the

**FINAL ENVIRONMENTAL IMPACT STATEMENT
BOULDER CITY/U.S. 93 CORRIDOR STUDY
AND
SECTION 4(F) EVALUATION**

**FHWA-NV-EIS-00-02-F
CLARK COUNTY, NEVADA
August 2009**

Re-evaluation Process

A **Re-evaluation** is a reconsideration of the adequacy or the validity of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI), or an Environmental Impact Statement (EIS). Based on the Re-evaluation process under 23 CFR Part 771.129 that “after approval of the Draft Environmental Impact Statement (EIS), Record of Decision (ROD), Finding of No Significant Impact (FONSI), or Categorical Exclusion (CE) designation”, the Nevada Department of Transportation (NDOT) shall consult with the Federal Highway Administration (FHWA) prior to requesting any major approvals or grants to establish whether the approved environmental document or CE designation remains valid for the requested action. The purpose of a re-evaluation is to assess whether any changes that may have occurred in the project design, scope, affected environment or proposed mitigation would require supplemental environmental documentation, or if the current environmental document and decision document (CE, FONSI, and EIS) is still valid. A Re-evaluation could be either **consultation** or **written re-evaluation**.

After approval of the EIS, FONSI, or CE designation, the NDOT shall consult with FHWA to establish whether the approved environmental document or CE designation remains valid for the requested FHWA action. These consultations between NDOT and FHWA will be documented with a copy placed in the project file.

If the consultation determines that, a written re-evaluation is not required, document the results and place a copy in the project file. However, if the consultation determines that a written re-evaluation is necessary, NDOT will prepare a written re-evaluation.

Two circumstances trigger the need for a written re-evaluation. One is whenever a major step to advance the project has not occurred within three years. This includes steps in the NEPA process as well as subsequent phases of the project such as authority to undertake final design, authority to acquire a significant portion of the right-of-way; or approval of the plans, specifications and estimates. The other circumstance is when there is a change in the scope or design that could result in revised conditions, or new information pertaining to the project was obtained.

During the re-evaluation process, FHWA/NDOT will consider the factors that affect the **Scope of Work** such as changes in the project, its surroundings, and impacts; new issues, new circumstances, and new information that were not identified in the original document; or changes in laws or regulations that affect the project. The written re-evaluation must consider the entire project approved in the environmental document, not just the segment being authorized at that time. Field reviews, additional studies, and coordination with different disciplines are necessary steps to the success of the re-evaluation process. It is key, for a timely reevaluation, to have NDOT project managers in tune with the status of environmental documents especially when advancing “shelf” projects.

Categorical Exclusion (CE)

If changes have been made to the scope of work since the last environmental approval, consult with the NDOT Environmental Services Division NEPA Coordinator. A determination to prepare a new CE, EA, or draft EIS might be deemed appropriate.

Environmental Assessment (EA)

If the scope of work has changed since the issuance of a FONSI, or a major step to advance the project has not occurred within three years since FHWA’s last authorization or approval, NDOT will consult with FHWA prior to requesting any major approvals or grants to establish whether the approved environmental document remains valid for the requested action. If it is determined that a re-evaluation will be needed, the NDOT Environmental Services Division will be responsible for reviewing and submitting the re-evaluation checklist to FHWA for concurrence.

Environmental Impact Statement (EIS)

NDOT will need to consult with FHWA to determine if a written re-evaluation will be required for the EIS prior to any major FHWA approval action. If there have been no changes to the scope of work and it has been less than three years since the last major approval, a written re-evaluation will not be required. NDOT will document the results of the consultation and place a copy in the project file. If there have been changes in the scope of work, or more than three years have passed since the last major FHWA approval action, a written re-evaluation will need to be completed. NDOT is responsible for reviewing and submitting the re-evaluation checklist to FHWA for concurrence.

A written re-evaluation of the draft EIS shall be prepared by the applicant in cooperation with the FHWA if an acceptable final EIS is not submitted to FHWA within 3 years from the date of the draft EIS approval. The purpose of this evaluation is to determine whether or not a supplement to the draft EIS or a new draft EIS is needed.

A written re-evaluation of the final EIS will be required before further approvals may be granted if major steps to advance the action have not occurred within three years after the approval of the final EIS, final EIS supplement, or the last major FHWA approval or grant.

ENVIRONMENTAL DOCUMENT RE-EVALUATION CHECKLIST

This written re-evaluation is to assess whether any changes that have occurred in the project scope, design, affected environment, or proposed mitigation will require supplemental environmental documentation, or if the current environmental document and decision document (EA, FONSI, and DEIS, FEIS, and ROD) is still valid.

The written re-evaluation will insure project compliance with all applicable Federal and State laws and any changes that have occurred on the project since the approval of the original Environmental Document prior to the advancement of the project to the next major production phase (Preliminary Engineering (PE), Right-of-Way (ROW) Acquisition, or Construction (CON)).

Project Name

Boulder City/U.S. 93 Corridor Study
("Boulder City Bypass")

Project Location

The project is primarily located in Boulder City, Clark County, Nevada. The project limits are between a western boundary at the end of Interstate 515 on U.S. 93/U.S. 95 in Henderson, Nevada (U.S. 95 Milepost 59.10), approximately one mile north of the Railroad Pass Hotel and Casino, and an eastern boundary on U.S. 93, about three-quarters of a mile east of the Hacienda Hotel and Casino near Hoover Dam. The Boulder City/U.S. 93 Corridor Study covers a distance of 10.4 miles on the present route of U.S. 93. The preferred alternative, Alternative D, "the Southern Bypass", will be a new alignment approximately 15 miles in length (see Figure 1 Project Overview).

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

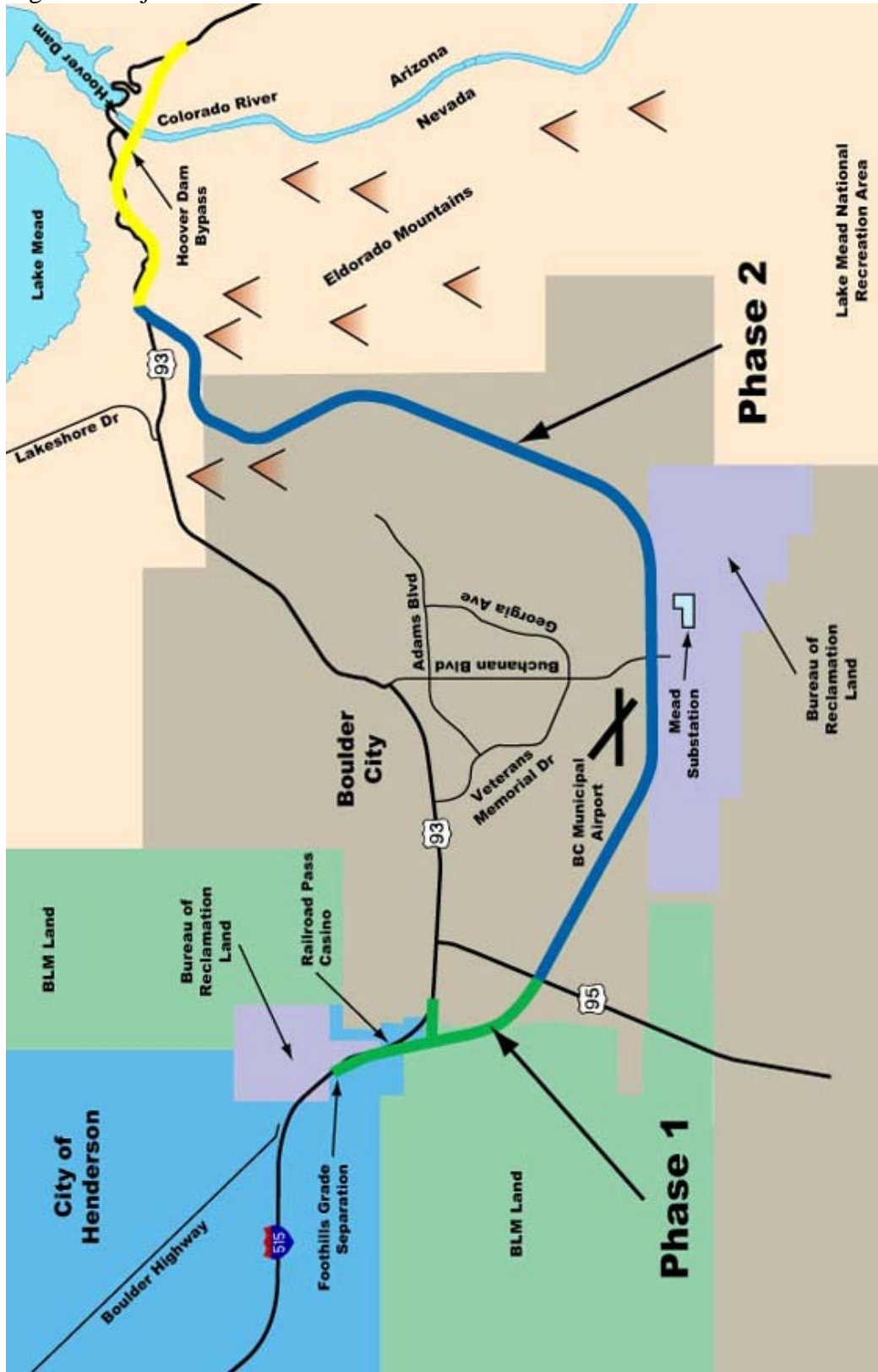
Date of Last FHWA Major Approval Action:

Authorization was given on March 3, 2006 to advance the project from preliminary engineering (PE/NEPA) to final design with two projects 093-1(007), Phase 1, and 093-1(008), Phase 2. Phase 1 would advance the project with more detailed plans, while Phase 2 design would determine ROW limits only.

Project History

The *Boulder City/U.S. 93 Corridor Study* project was undertaken by NDOT at the request of Boulder City through the Regional Transportation Commission (RTC) of Southern Nevada. Previous studies addressing U.S. 93 through Boulder City and crossing Hoover Dam include the *U.S. 93 Buchanan Boulevard to Pacifica Way Environmental Assessment (EA)*, the *U.S. 93 Colorado River Crossing*

Figure 1 Project Overview



Corridor Study, the U.S. 93 Hoover Dam Bypass Project Final Environmental Impact Statement, and a multistate transportation study of the U.S. 93 Canada-to-Mexico (CANAMEX) corridor, the CANAMEX Corridor Plan (www.canamex.org).

Although the Hoover Dam Bypass project is a separate project with independent utility, the eastern boundary of the Boulder City Bypass project is coincident with the western end of the Hoover Dam Bypass project at the Nevada interchange. In 1997, following studies to address Hoover Dam traffic conducted by the U.S. Department of the Interior Bureau of Reclamation (BOR) in the 1980s (see below), NDOT, the Arizona Department of Transportation (ADOT), FHWA, and the Central Federal Lands Division initiated the EIS for the Hoover Dam Bypass Project. The Record of Decision was signed in March 2001, with construction beginning in late January 2005. Completion of the entire Hoover Dam Bypass Project is expected in June 2010.

The following Boulder City Bypass project chronology was primarily excerpted from the *Boulder City/U.S. 93 Corridor Study* FEIS, Chapter 2.3, Project History.

1982	<i>U.S. 93 Buchanan Boulevard to Pacifica Way Environmental Assessment (EA)</i> Conducted to widen U.S. 93 from Buchanan Boulevard to Pacifica Way and reconstruct the intersections of U.S. 93 with Buchanan Boulevard and Nevada Way.
1990	The U.S. Department of the Interior Bureau of Reclamation completed the <i>Colorado River Crossing Phase A Study Report</i> in which nine alternative routes were identified linking U.S. 93 in Arizona and Nevada. Of the nine alternative routes, five were eliminated from further consideration and the remaining four Hoover Dam crossings were carried forward for further analysis in the Phase B studies.
1992	The Bureau of Reclamation published <i>The Colorado River Bridge-Hoover Dam, Arizona-Nevada, Phase B Corridor Studies</i> . Concurrent with the Phase B studies, BOR proceeded with the preparation of a DEIS; however, the DEIS was not completed due to a change in BOR policy direction, lack of funding, and concerns from some citizen groups.
1994	NDOT completed the <i>U.S. 93 Colorado River Crossing Study</i> . In this study NDOT revisited the Willow Beach Crossing alternative which had been dropped from BOR's Phase A studies and also analyzed a Hoover Dam Bypass (Sugarloaf Mountain)/Boulder City Southern Bypass combination alternative. This report only conceptually addressed transportation and engineering aspects of the corridor alternatives and not environmental aspects.
2000	NDOT and FHWA initiated the environmental process to address the social, environmental, and economic considerations of improvements to the U.S. 93 corridor over Hoover Dam and through Boulder City, Nevada. The resulting EISs were the <i>U.S. 93 Hoover Dam Bypass Project</i> and the <i>Boulder City/U.S. 93 Corridor Study</i> .
2001	The U.S. 93 Hoover Dam Bypass Project reached a Record of Decision in March 2001, with the Sugarloaf Mountain Alternative being selected by the FHWA.
2005	The <i>Boulder City/U.S. 93 Corridor Study</i> reached a Record of Decision signed December 8, 2005. The FHWA approved Alternative D, named the Southern Bypass, as the selected alternative for the proposal to improve the U.S. 93 corridor through the City of Henderson and Boulder City. Alternative D will realign U.S. 93 as a new four-lane, limited-access highway by bypassing the developed area of Boulder City to the south.
2006	Phase 1 final design begins for the Boulder City Bypass project.

2007	A public information meeting was held February 20, 2007 at the Community College of Southern Nevada, Boulder City, Nevada to present design and safety information for Phase 1 and Phase 2 of the Boulder City/U.S. 93 Corridor Study project. Potential landscaping concepts were also displayed. A new interchange near the Railroad Pass Hotel and Casino will improve operations and safety. Phase 2 will include two interchanges and grade separations for Buchanan Boulevard., Boy Scout Canyon Road, and Powerline Road.
2009	A public information meeting was held July 9, 2009 at the Community College of Southern Nevada, Boulder City, Nevada to show design refinements and staging for Phase 1. Phase 1 will be divided into four stages due to funding constraints. Stage 1 will set and acquire right-of-way. Stage 2 will relocate utilities and will also grade the area for the utilities. Stage 3 will construct the north half of the facility. Stage 4 will construct the remaining southern portion of the facility. Phase 2 has been designed to a 35% level to establish right-of-way limits, with construction anticipated as funding becomes available.

I. Proposed Action:

YES

NO

1. Have changes occurred in the project scope or limits since the approval of the original environmental document or subsequent environmental re-evaluation?
2. Has there been a change in the project design parameters since the original environmental document or subsequent environmental document was approved?

As described below, frontage roads are being considered as a design element along the mainline corridor in the Phase 1 final design.

3. Describe changes and necessary action(s), if any.

The following is a description of the design modifications made as the project has moved to final design for Phase 1 of the project. Please refer to Figures 2 and 3 to note the changes between the design alternative as proposed in the EIS compared to the current design modifications. The changes have been in terms of reducing the overall footprint of the project, lessening impacts to the adjacent area, and improving the operations and safety of the roadway as noted in the figures and the description below.

The Boulder City Bypass project consists of a continuous four-lane, controlled access, divided freeway and highway passing south of the developed area of Boulder City . The alignment begins at the Foothills Road grade separation, crosses under the existing railroad, and continues just south of the existing highway to a new interchange near the Railroad Pass Hotel and Casino. From there, the freeway continues south and east to U.S. 95 with a new interchange 1.2 miles south of the existing U.S. 93/95 interchange. The highway alignment then continues south and east towards Western Area Power Administration's (WAPA's) Mead Substation, running 0.85-miles south of Georgia Avenue, just north of the Mead Substation. It then turns northeast to generally parallel the transmission corridor between the Boulder City Municipal Landfill and the Boulder City Rifle and Pistol Club range. Prior to

R.O.W. ACQUISITION BASED ON ORIGINAL E.I.S.

TOTAL ACRES OUTSIDE OF EIS STUDY AREA = 44.10 ACRES

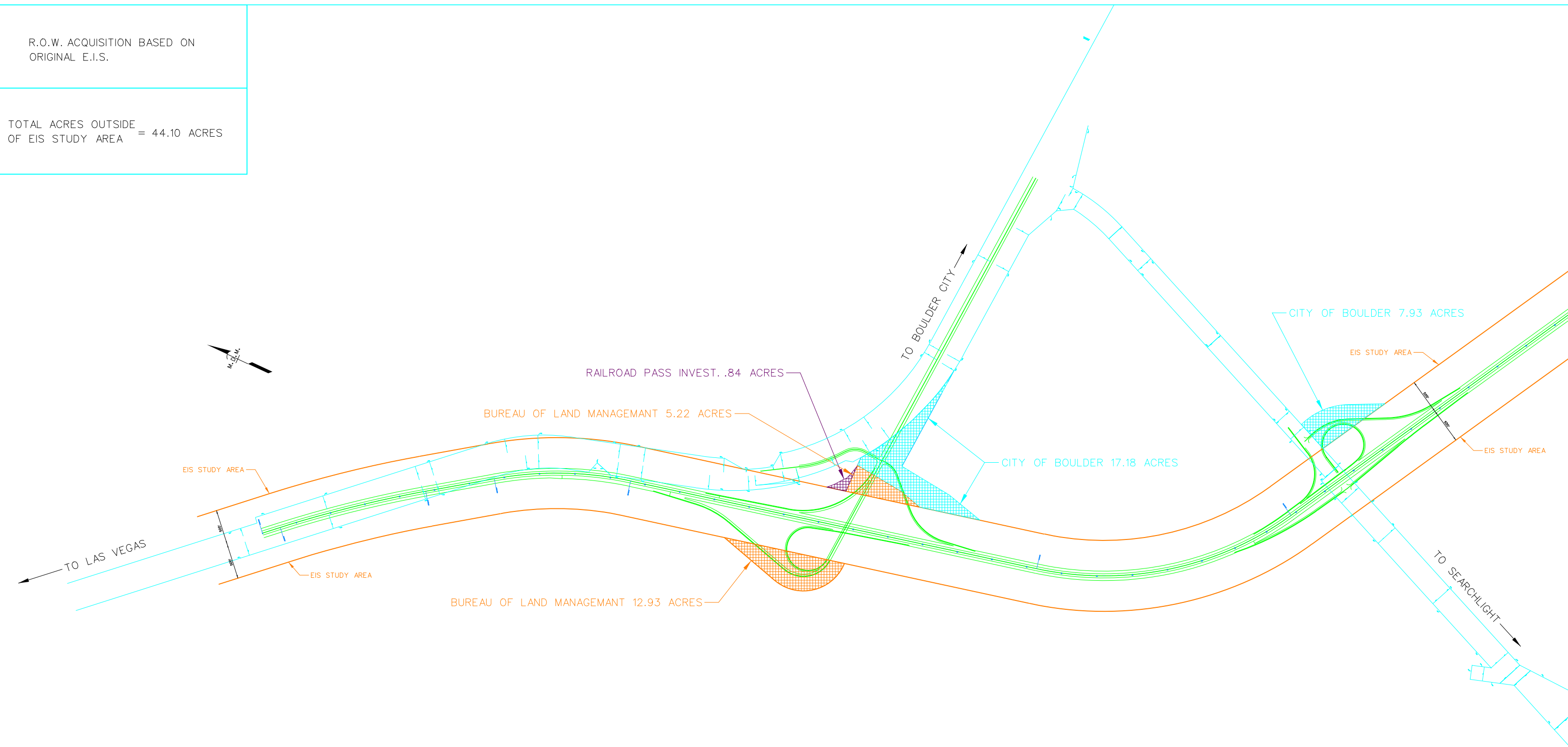


Figure 2. Right-of-way Acquisitions, Boulder City/ US 93 Corridor Study FEIS April 2005

R.O.W. ACQUISITION BASED ON
CURRENT DESIGN

TOTAL ACRES OUTSIDE
OF EIS STUDY AREA = 32.10 ACRES

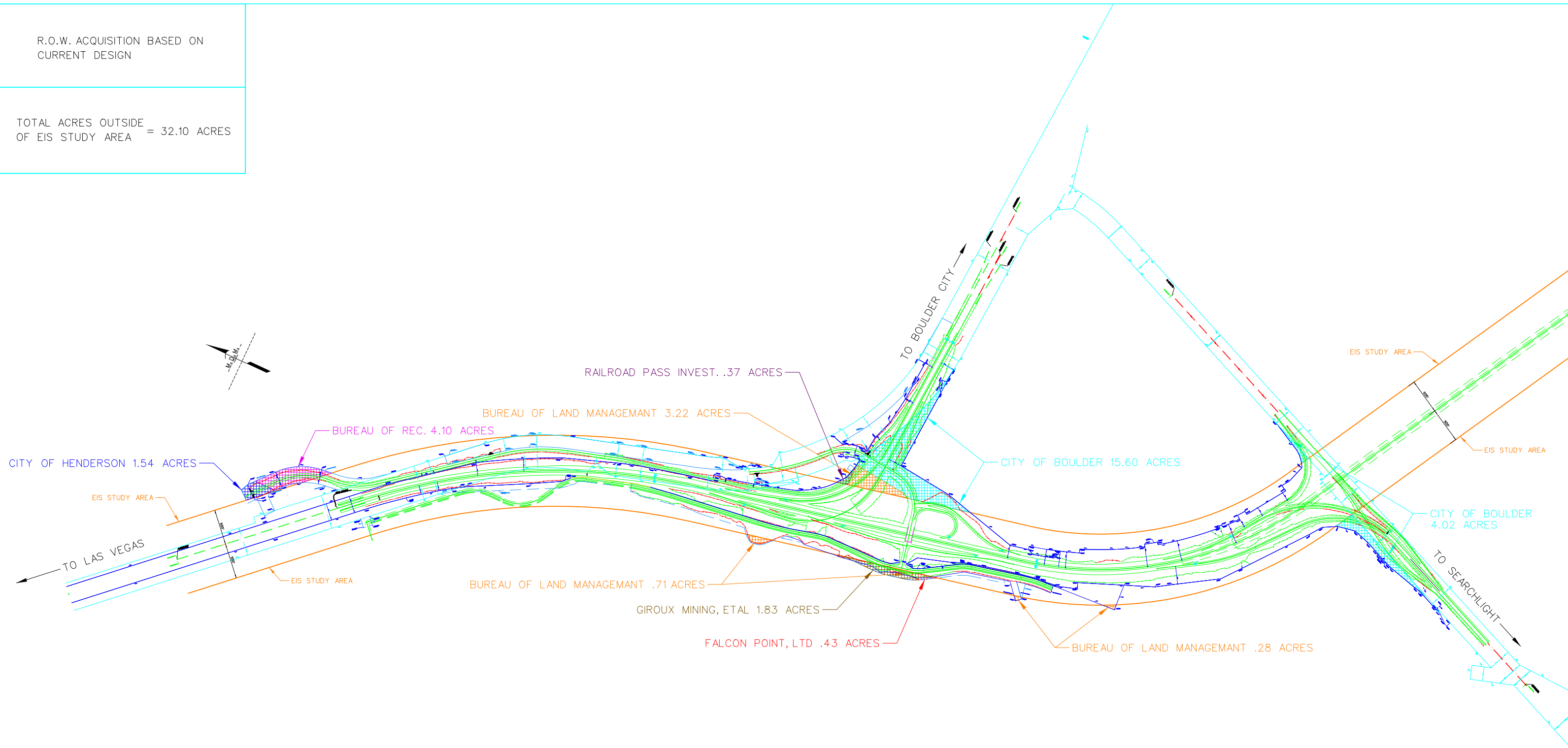


Figure 3. Right-of-way
Acquisitions, Phase 1
Current Design August 2009

descending into the headwaters of Goldstrike Canyon it crosses a ridge representing a western extension of the Eldorado Mountains, east of the developed portion of Boulder City. The highway ties into the Nevada interchange of the U.S. 93 Hoover Dam Bypass project 0.75-miles east of the Hacienda Hotel and Casino.

II. Purpose and Need of Project:

YES **NO**

1. Has there been a change in the project purpose and need from what was described in the original environmental document or subsequent environmental documents?

2. Describe changes and necessary action(s), if any.

A Phase 1 Value Analysis (VA) study was conducted (post December 8, 2005 Record of Decision selecting Alternative D, the Southern Bypass, as the preferred alternative) from January 23 through January 25, 2006 in order to refine and consolidate several design concepts that had been developed. In this VA study representatives from NDOT, FHWA, the City of Henderson, Boulder City, and CH2M Hill worked together to develop and screen ideas. The value analysis was conducted in accordance with the FHWA guidelines and SAVE International – The Value Society. Costs and impacts were reduced.

The VA study ran the gamut from project staging to the addition of frontage roads. All ideas were recorded and evaluated and then screened and refined twice during the study. The refined VA ideas were integrated into a comprehensive overall project concept named Concept 6. When evaluated against the criteria, Concept 6 rated the highest among all of the concepts considered.

Concept 6 is described as follows:

From the terminus of the designated interstate, I-515, U.S. 93 would be designed to freeway standards and extended as a freeway facility from the Foothills Road grade separation to US 95. Design elements included in this concept would provide for a future railroad (RR) grade separation (ROD Attachment 1 mitigation measure C-30, EIS pages 7-14, 7-22 to 7-23, ROD Attachment 1, page 8;; “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.”) and east and west frontage roads to provide independent routes for local and rail traffic. Direct connect ramps to U.S. 93 to provide access to and from Boulder City to Las Vegas. A diamond interchange with the frontage roads separates local access. Direct connect ramps to existing U.S. 95 conclude the full freeway status at the Phase 1 southern limits.

Following is a table with descriptions and results of the proposed design refinements.

Phase 1 Design Refinements

Design Refinement No.	Description	Results
1	Begin Mainline reconstruction ¼ mi. south of the Foothills grade separation	<ul style="list-style-type: none"> ◆ Reduced construction cost ◆ Reduced utility relocation ◆ Improved geometrics ◆ Reduced right of way ◆ Increased RR bridge skew
2	Realign the RR Xing –	<ul style="list-style-type: none"> ◆ Reduced structure cost ◆ Reduced Phase 1 implementation cost
3	Construct a Western Frontage Road	<ul style="list-style-type: none"> ◆ Improves local circulation ◆ Moves access point away from at-grade RR-Xing ◆ Provides opportunity to eliminate Silverline Rd. grade separation ◆ Minimizes R/W ◆ Increases roadway paving cost
4	Grade Separate the RR Pass Blvd and Existing US 93 Intersection	<ul style="list-style-type: none"> ◆ Eliminates the RR Pass signal ◆ Provides Freeway-type facility to Veterans Parkway ◆ Improves safety ◆ Improves operations for major movement ◆ Increases structure costs ◆ Improves access to Boulder City
5	Provide 515 Diamond Interchange with RR Pass Boulevard	<ul style="list-style-type: none"> ◆ Improves operations ◆ Provides all access movements ◆ Provides excellent local circulation ◆ Minimizes R/W
6	Extend Western Frontage Road to Old 95 and Eliminate Silverline Rd Grade Separation	<ul style="list-style-type: none"> ◆ Minimizes structure cost ◆ Improves access ◆ Increases paving cost ◆ Increases R/W area
7	Reconfigure 95 Interchange to provide direct connection ramps	<ul style="list-style-type: none"> ◆ Optimizes major movement operations ◆ Meets driver expectancy ◆ Minimizes Phase 1 implementation cost

It was determined that implementing these design refinements offer the following advantages:

- ◆ Only constructs essential elements of Phase 1
- ◆ Provides direct connections for high volume movements
- ◆ Minimizes right-of-way
- ◆ Provides access to adjacent properties

- ◆ Provides for future expansion
- ◆ If needed, allows for staging of Phase 1

The VA team evaluated the costs, and determined that the overall budget for the project can likely be reduced by approximately 20%.

These refinements have been incorporated into the design and substantial coordination with utilities, local and federal agencies (refer to Section III. Environmental Consequences), and property owners has been ongoing during the development of the Phase 1 design.

Phase 2 Design Refinements

A Phase 2 VA study was conducted from July 24, through July 26, 2006. In this VA study, representatives from NDOT, FHWA, Boulder City, and Carter & Burgess worked together to develop and screen ideas working as a team. Potential ideas presented include:

Design Refinement No.	Description	Results
1	Provide tunnel at Eldorado Ridge	<ul style="list-style-type: none"> ◆ Provides crossing opportunities for bighorn sheep ◆ Mitigate portion of rockfall areas ◆ Reduce grades ◆ Eliminate bridges ◆ Improve project aesthetics ◆ Geotechnical concerns based on fractured rock ◆ Require ventilation and lighting ◆ Based on initial estimates would cost more than original design.
2	Move excess excavation to landfill site in lieu of placing roadway on fill from US 95 to sta. 375+00	<ul style="list-style-type: none"> ◆ Decrease amount of surplus material disposal ◆ Decrease cost of material placement in roadway ◆ Decrease long term slope maintenance costs ◆ Decreases potential for slope erosion/failure ◆ Haul route must be identified and rights of entry obtained ◆ Would require NEPA approval

Design Refinement No.	Description	Results
3A	Provide truck climbing lanes on Eldorado Ridge	<ul style="list-style-type: none"> ◆ Improve mainline operations (LOS) on the mountainous terrain ◆ Increase roadway capacity ◆ Provide additional safety ◆ Increased project cost
3B	Construct 2 lane interim facility with 3 rd lane for passing/bypass through Eldorado ridge	<ul style="list-style-type: none"> ◆ Reduced initial cost ◆ Required phasing of improvements and funding ◆ Reduced initial LOS ◆ Require future widening for ultimate buildout.
4	Provide 65 mph posted speeds through Eldorado mountains	<ul style="list-style-type: none"> ◆ Higher operating speeds ◆ Reduced operating costs for drivers ◆ Reduced travel times ◆ Increased project costs ◆ Potential design exceptions required ◆ Increased footprint
5	Utilization of guardrail/cable rail instead of concrete barrier to increase visibility of roadside features and vistas	<ul style="list-style-type: none"> ◆ Increased aesthetics ◆ Softening of roadway impacts to LMNRA and Alan Bible Visitors Center ◆ Increased maintenance ◆ Increased rock fall containment ditches
6	Utilization of fill to reduce length or eliminate bridges	<ul style="list-style-type: none"> ◆ Decrease long term bridge costs ◆ Lower initial construction costs ◆ Use of some of the excess fill ◆ Potential drainage issues ◆ Prevent wildlife from crossing under the bridge ◆ Potential for excess settlement

Upon final screening and discussion of the proposed design refinements, the following recommendations were made:

- ◆ Reduce design speed in the Eldorado Ridge Area
- ◆ Tunnels are economically infeasible
- ◆ Barrier minimization should be pursued farther and discussed with NDOT Maintenance
- ◆ Flattened slopes through Eldorado Ridge area are cost and footprint prohibitive
- ◆ Split alignments should be considered
- ◆ Continue coordination with City of Boulder City to stockpile excess excavation at the Boulder City landfill

The VA team evaluated the construction costs, and determined that the overall construction budget for the project can likely be reduced by approximately 10%.

The VA recommendations have been incorporated into the 35% preliminary design. It is recommended that as more details are developed in the design to review the design to identify potential cost savings in bridges, retaining walls, drainage and earthwork.

III. Environmental Consequences

Identify (yes or no) if there have been any changes in project impacts from those identified in the original Environmental Document or subsequent re-evaluations. For each “yes,” describe the magnitude of the change and the potential for significant impact.

- | | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|
| 1. Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e., new legislation, transportation infrastructure, or protected resources)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Describe changes and necessary action(s), if any. | | |

As described above, it was determined that implementing the Phase 1 design refinements offer the following advantages:

- ◆ Only constructs essential elements of Phase 1
- ◆ Provides direct connections for high volume movements
- ◆ Minimizes right-of-way
- ◆ Provides access to adjacent properties
- ◆ Provides for future expansion
- ◆ Allows for staging of Phase 1

A. Right-of-Way Impacts:

- | | <u>YES</u> | <u>NO</u> |
|---|-------------------------------------|--------------------------|
| 1. Will the proposed changes to the project require additional fee right-of-way or grading permits? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Describe changes and necessary action(s), if any. | | |

As depicted in Figures 2 & 3, the Phase 1 design refinements have reduced overall right-of-way impacts from 44.1 acres (see Figure 2) of right-of-way acquisitions based on the original FEIS to 32.1 acres (see Figure 3) of right-of-way acquisitions based on the current design. However, one commercial property, Goodfellow Corp., 12451 Old Hwy 95, Boulder City, Nevada (near the quarry pit) will be affected by the current Phase 1 alignment which will require relocating buildings on the property. At least one building may need to be acquired and demolished rather than relocated. The impacts to the commercial property will be mitigated according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987 (the Uniform Act).

B. Social Impacts and Environmental Justice:

YES

NO

1. Will the proposed changes affect neighborhoods or community cohesion?

Boulder City

The Phase 1 design refinements have not changed the alignment of Alternative D which was proposed as the preferred alignment in the 2005 FEIS. This alignment is located about 0.8 mile from any neighborhood or business district within Boulder City. Outside of Boulder City, this alignment traverses predominately vacant federal land, with the exception of the hotel and casino development near the eastern and western project limits. No unavoidable adverse impacts on population, employment, income, social conditions, and minority or low-income populations were identified in the EIS.

Henderson (Foothills Drive Area)

Based on comments received from a public meeting held in Boulder City on July 9, 2009, the neighborhoods in the vicinity of the Foothills Drive, Old Vegas Trail, Paradise, and Wagonwheel at the western terminus of the Phase 1 project are opposed to the proposed frontage road. Refer to Section VII. Public Involvement and Agency Coordination.

2. Will the proposed changes to the project affect travel patterns accessibility (e.g. vehicular, commuter, bicycle, or pedestrian)?

The proposed design refinements will improve mainline traffic operations, safety, and mobility as described in the Phase 1 value analysis table above. The frontage road is intended to serve local traffic trips.

3. Will the proposed changes to the project impact school districts, recreation areas, churches, businesses, police and fire protection, etc.? If yes, include the direct and the indirect impacts that may result from the displacement of households and businesses.

The proposed mainline design refinements will not result in additional impacts that were not analyzed in the original EIS. Land use, visual resources, and economic and social, and bicycle/pedestrian impacts will be mitigated as described in the Record of Decision, pages 16-21.

4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?
5. Will the proposed changes have a disproportionately high and adverse effect on minorities or low-income populations.

B. Social Impacts and Environmental Justice (cont.)

6. Describe changes and necessary action(s), if any.

The issues raised by the public regarding the addition of the proposed frontage roads will need to be addressed as part of the project management and final design process for Phase 1. Refer to Section VII. Public Involvement and Agency Coordination.

C. Economic Impacts:

YES

NO

1. Will the proposed changes affect the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?

The proposed design refinements will not result in additional economic impacts that were not analyzed in the original EIS. Economic and social impacts will be mitigated as described in the Record of Decision, page 17.

2. Will the proposed changes have an impact on established businesses or business districts?

One commercial property will be directly impacted by the proposed changes. Refer to Section A., Right-of-Way Impacts.

3. Describe changes and necessary action(s), if any.

The impacts to the commercial property will be mitigated according to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987 (the Uniform Act).

D. Agricultural Impacts:

YES

NO

1. Will the proposed changes affect lands zoned for agriculture or forestry?

2. Will new or additional Federal Farmland Protection Policy Act coordination be required?

3. Describe changes and necessary action(s), if any.

E. Land Use :

YES

NO

1. Have there been changes in the local land use or transportation plans since the original document was approved?

E. Land Use (cont.):

Local land use and transportation plans for Boulder City, Henderson, Clark County, RTC, BLM and BOR were examined for changes, modifications, or amendments. There have been minor revisions, but the planning documents as utilized in the FEIS study remain in effect. The City of Henderson’s Master Streets and Highway Plan has not been amended to include frontage roads extending into the Phase 1 project area.

2. If yes, is the project consistent with the changes to the local transportation land use plan?

The project remains consistent with currently approved local land use and transportation plans.

3. Will the proposed changes to the project affect existing or proposed land uses?

Right-of-way acquisitions of public and private property as depicted in Figure 3 will convert those land uses to highway transportation use; however, the highway facility improvements are consistent with the adjacent planned land uses and zoning.

4. Describe changes and necessary action(s), if any.

F. Visual Impacts:

YES **NO**

1. Will changes in the project affect visual resources?

The change from a signalized intersection near the Railroad Pass Hotel and Casino to a full interchange will have a visual impact due to the addition of ramps and the larger footprint of the interchange. However the new interchange element will be consistent with the visual appearance of the rest of the project. Most of the visual impacts will occur during construction where dust, construction equipment, and nighttime construction lighting will temporarily change the visual environment. The design modifications are not expected to have a long-term impact on visual resources beyond those identified in the 2005 FEIS.

The type and effects of permanent freeway lighting affects the ability to view the nighttime sky, a visual resource considered important by residents in more open, rural settings.

2. Describe changes and necessary action(s), if any.

Landscaping and aesthetic components are being incorporated in final design plans to mitigate the visual impact of the structures and to make them visually appealing to the community. The contractor will be required to implement a dust control plan during construction, and nighttime construction will be limited to certain hours of operation.

Information about the type and effects of permanent lighting being considered will be presented in future public meetings and evaluated through the public involvement process to minimize the visual impacts while maintaining public safety.

G. Indirect and Cumulative Impacts:

YES

NO

1. Will the proposed changes induce adverse indirect or cumulative effects?

2. Describe changes and necessary actions, if any.

The current design has reduced the project footprint from what was originally anticipated in the original EIS, thus also reducing the impacts to adjacent lands. The proposed design modifications will provide positive benefits in terms of improved air quality by not causing vehicles to stop and/or considerably slow down and idle at U.S. 95/U.S. 93 interchange and at a signalized intersection. Traffic operations and safety would be improved by reducing the potential for accidents, particularly rear-end collisions. The proposed changes will not result in additional indirect and cumulative impacts beyond those identified in the 2005 FEIS.

H. Historic (Above Ground) Resources:

YES

NO

1. Are there changes in the project that would affect Historic Resources?

2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?

3. Will a new survey of the area be required?

4. Describe changes and necessary action(s), if any.

A Programmatic Agreement (PA) was executed between NDOT, FHWA, and the Nevada State Historic Preservation Office (SHPO) dated 7-15-2003. Mitigation measures to be implemented prior to and during construction are stipulated in the PA and stated in the ROD, pages 15-16 and enumerated in the ROD Attachment 1, mitigation measures C-26 through C-30, pages 7-8.

Per the FHWA, mitigation measure C-30, construction of a grade separation at the crossing of the Boulder City Branch Railroad (BCBR), will be implemented as part of Phase 1. The grade separation will be built in coordination with the Nevada State Railroad Museum's future plans and included in NDOT's project costs. Since construction of the BCBR grade separation is a ROD commitment, this element of the Phase 1 project is not eligible for FHWA enhancement program funding.

I. Archaeological Resources:

YES

NO

1. Are there changes in the project that would affect Archaeological Resources?

I. Archaeological Resources (cont.):

YES **NO**

2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?
3. Will a new survey of the area be required?
4. Describe changes and necessary action(s), if any.

A Programmatic Agreement (PA) was executed between NDOT, FHWA, and the Nevada State Historic Preservation Office (SHPO) dated 7-15-2003. Mitigation measures to be implemented prior to and during construction are stipulated in the PA and stated in the ROD, pages 15-16.

J. Native American Consultation:

YES **NO**

1. Are there changes in the project scope or design that may require additional consultation with affected Native American Tribes?
2. Describe changes and necessary action(s), if any.

Although the specific consultation for Boulder City/U.S. 93 Corridor Study project has concluded, the FHWA and NDOT maintain a continuing dialogue with the consulted Tribes regarding the overall transportation program and its constituent projects, both active and in development.

K. Wetland Impacts: (If yes, resource coordination required.)

YES **NO**

1. Are there changes in project scope or design that affect the wetland impacts?
2. Acres (original/proposed): 0/0
3. Fill quantities (original/proposed): cubic yards 0/0
4. Dredge quantities (original/proposed): cubic yards 0/0
5. Describe any changes from the original environmental document and subsequent environmental re-evaluation(s).

L. Fish & Wildlife Impacts:

YES **NO**

1. Will the proposed changes effect fish and wildlife resources?
2. Will the project changes require consultation with Nevada Department of Wildlife or the U.S. Fish and Wildlife Service?

L. Fish & Wildlife Impacts (cont.):

A formal Section 7 consultation with the U.S. Fish and Wildlife Service will be conducted for Phase 1. Consultation with the Nevada Department of Wildlife to address their concerns, particularly with regard to impacts to bighorn sheep and to a bat colony inhabiting a mine shaft within the project footprint to be filled in, is ongoing.

Surveys required by the Endangered Species Act for the Biological Assessment are planned to begin in the spring of 2010. It is expected to take 12 months to receive a Biological Opinion from the USFWS to conclude the Section 7 consultation.

3. Does the project affect Federally listed species or U.S. Forest Service listed species?

According to the original FEIS, impacts to local desert tortoise, Gila monster, and chuckwalla populations may occur as the Alternative D alignment swings south along and through the low foothills south of Railroad Pass. These same species may also be impacted by the passage of this route through the Eldorado Mountain headwater slopes north of the Boulder City Rifle and Pistol Club range and the Eldorado Ridge farther north. Bighorn sheep habitat in the vicinity of and on the Eldorado Ridge area will be reduced by Alternative D. NDOT will consult with NDOW to mitigate the reduction in bighorn sheep habitat.

4. Describe changes and necessary action(s), if any.

As stated in the Record of Decision, all appropriate U.S. Fish and Wildlife Service (USFWS), Nevada Department of Wildlife (NDOW), and National Park Service (NPS) permits will be obtained prior to initiation of the project. The stipulated terms and conditions will be part of design and construction requirements. Mitigation for affected species including, but not limited to, desert tortoise, Gila monster, chuckwalla, and bighorn sheep, will be conducted as stipulated in the FEIS and in the Biological Opinion to be issued by the USFWS upon completion of the biological resources surveys and biological assessment for the Phase 1 project area. In consultation with USFWS, NDOW, and NPS, mitigation measures for Phase 2 will be established when detailed engineering plans are completed, providing the data needed to conduct the biological assessment for Phase 2.

M. Threatened and Endangered Species (T&E): **YES** **NO**

1. Has there been a change in status of listed T&E species directly or indirectly affected by the project?
2. Will new or additional consultation with State and Federal Agencies be required?

Consultation with state and federal agencies to meet compliance and mitigation commitments will be ongoing as the project progresses through final design and construction.

M. Threatened and Endangered Species (T&E) (cont.):

3. Describe changes and necessary action(s), if any.

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

N. Water Body Involvement:

YES

NO

1. Have there been any changes to the project effects on water bodies?
If yes, complete numbers 2-4 and describe in 5.

2. Project affects a navigable water body (as listed by USCG).
N/A

3. Project affects navigable waters of the U.S. (as defined by the Corps).
N/A

4. Project affects a listed coldwater fish stream.
N/A

5. Describe any changes and necessary action(s), if any.

As stated in the Record of Decision, the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, including a site-specific Storm Water Pollution Prevention Plan (SWPPP) from the State of Nevada for this project will include, as conditions of the permit, requirements for monitoring and maintaining water quality in surface runoff. The construction contract requirements will include these conditions to limit discharge of pollutants.

O. Contaminated Sites:

YES

NO

1. Have there been any changes in the status of known or potentially contaminated sites along the corridor? .

2. If buildings or residences are relocated, have they been evaluated for hazardous waste (i.e. asbestos?).

3. Describe changes and necessary action(s), if any.

The one building to be acquired at Goodfellow Corp., 12451 Old Hwy 95, Boulder City will likely be demolished and will be evaluated for asbestos prior to demolition.

P. Air Quality:

YES

NO

1. Will the project affect a non-attainment area?

P. Air Quality (cont.):

Per the FEIS, “a small portion of the project is in an air quality non-attainment area; therefore the project must be included in a transportation plan that conforms to the purposes of the Clean Air Act (CAA).”

2. Will a new conformity determination be required?

The FHWA and the Federal Transit Administration made an air quality conformity determination on RTC’s Transportation Plan and Transportation Improvement Plan (TIP), both of which include this project, on March 3, 2009. It should be noted that Phase 1 is funded and on the 2030 Regional Transportation Plan (RTP); Phase 2 is unfunded, but outside of the air quality non-attainment area.

3. Has there been a change in alignment or intersection/interchange re-configuration, or the inclusion of a new intersection that will require an updated microscale or CO “hot-spot” analysis?

The design modifications include a new interchange near the Railroad Pass Hotel and Casino, but an updated microscale or CO “hot-spot” analysis is not required.

4. Describe any changes and necessary action(s), if any.

Construction contractors will be required to obtain and maintain all applicable air quality control permits and to implement measures to prevent fugitive dust emissions at all times during construction. Additional construction mitigation measures will be implemented as described in FEIS Section 4.2.2.

Q. Floodplains Impacts:

YES **NO**

1. Have there been changes in the project effects to a regulatory floodway?
2. Does the project remain consistent with local flood protection standards?
3. Have there been changes in the status of flood hazard ordinances?
4. Describe changes and necessary action(s), if any.

R. Noise Impact:

YES **NO**

1. Has there been a change in noise sensitive receivers and land uses adjacent to the proposed project?
2. Has there been a substantial change in vertical or horizontal alignment?

R. Noise Impact (cont.):

3. Has traffic volumes changed?
4. Has the number of through lanes changed?
5. Describe changes and necessary action(s), if any.

New residential development is planned within the City of Henderson limits along Phase 1. Generally, Henderson’s development standards would require the developer to construct soundwalls; however, the Phase 1 project may require an evaluation of noise impacts relative to both the construction of the roadway and planned development. It is uncertain when this development would actually occur and at present, there are no sensitive noise receptors adjacent to the project.

S. Water Quality Impacts:

- | | <u>YES</u> | <u>NO</u> |
|--|--------------------------|-------------------------------------|
| 1. Does the project impact a public or private drinking water source? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will changes to the project scope affect the potential discharge of storm water into the waters of the State? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The design modifications do not change the project scope and will not appreciably increase the volume of storm water discharge that was anticipated in the original FEIS. Per FEIS Section 5.1.4, Water Quality, “implementation of the measures outlined in the SWPPP, in accordance with the NPDES Construction General Permit, coupled with the application of BMPs, is expected to reduce impacts to water quality from stormwater runoff to acceptable levels”.

3. Does the project affect a designated impaired water body?
(If yes, complete “a”).

As stated in the FEIS Section 5.1.4, Water Quality, “the implementation of Alternative D will result in short- and long-term impacts to water quality. Degradation of water quality in desert washes from stormwater runoff and erosion will contribute to local impacts and also impacts to the Colorado River and Lake Mead.”

However, the proposed design modifications in Phase 1 will not appreciably increase the volume of stormwater runoff from the roadway due to the implementation of measures outlined in the SWPPP, in accordance with the NPDES Construction General Permit, coupled with the application of BMPs. Phase 1 area stormwater runoff drains to a playa located to the south of Phase 1 and therefore has no impact to the Colorado River or Lake Mead. Offsite flows will be collected and conveyed by various drainage structures to avoid impacts to the roadway facility and downstream properties.

- a. List name(s) and location(s):

S. Water Quality Impacts (cont.):

Waterbody ID	Size	Water Name	Location
NV13-CL-01_00	18.5 miles	Colorado River	from Lake Mojave inlet to the California state line
NV13-CL-02_00	31.27 miles	Colorado River	from Hoover Dam to Lake Mojave inlet

Source: Nevada Department of Environmental Protection, *Nevada's 2006 303[D] Impaired Waters List*

4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit ?
- YES** **NO**

Stormwater is not discharging into an MS4 and therefore an MS4 permit is not required.

5. Describe changes and necessary action(s), if any.

T. Wild and Scenic Rivers

1. Will the changes in scope affect any designated wild and scenic rivers?
N/A
- YES** **NO**

2. Describe changes and necessary action(s), if any.

U. Permits and Authorization:

1. Are there any changes in the status of the following permits and authorizations?
- YES** **NO**

Per the FEIS, Executive Summary, Table ES-2, *Federal Permits and Approvals Anticipated for the Boulder City/U.S. 93 Corridor Study*, federal actions, including permit approvals and land transfers, needed for this project include, but are not limited to, the following sections of this reevaluation:

Federal Agency	Regulated Activity	Refer to Checklist Section	Permit or Approval	Required for Phase 1
U.S. Army Corps of Engineers	Discharge of dredge or fill material into U.S. waters	J. Wetlands Impacts; M. Water Body Involvement; P. Floodplains; R. Water Quality; IV. Construction Impacts	Section 404 Permits	No
State Historic Preservation Office	Potential of adverse effects on Historic Properties	H. Historic (Above Ground) Resources; I. Archaeological Resources	Concurrence required by the PA between affected agencies, SHPO, ACHP	Yes

Federal Agency	Regulated Activity	Refer to Checklist Section	Permit or Approval	Required for Phase 1
National Park Service	Use of right-of-way for roadway	J. Wetlands Impacts; M. Water Body Involvement; P. Floodplains; R. Water Quality; IV. Construction Impacts; K. Fish & Wildlife Impacts; L. Threatened and Endangered Species (T&E); R. Water Quality Impacts; F., Visual Impacts; H. & I. (see above)	Easement	No
U.S. Bureau of Land Management	Use of right-of-way for roadway	Same as above (NPS)	Easement	Yes
U.S. Bureau of Reclamation	Use of right-of-way for roadway	Same as above (NPS)	Easement	Yes
Western Area Power Administration	Use of right-of-way for roadway	H. Historic (Above Ground) Resources; IV. Construction Impacts	Easement	Yes
U.S. Environmental Protection Agency	Stormwater discharges	R. Water Quality Impacts	NPDES Permit	No
U.S. Fish and Wildlife Service	Impacts on special status plant and wildlife species	L. Threatened and Endangered Species (T&E)	Section 7 Biological Opinion	Yes

2. Describe changes and necessary action(s), if any.

Necessary actions are described in the above referenced sections of the document.

IV. Construction Impacts:

YES

NO

Have the following potential construction effects changed:

1. Construction timing commitments?

Construction timing for both Phase 1 and Phase 2 will depend on available funding.

2. Temporary degradation of water quality?

3. Temporary stream diversion?

N/A

IV. Construction Impacts (cont.):

YES

NO

4. Temporary degradation of air quality?

5. Temporary delays and detours of traffic?

6. Temporary impact to businesses?

7. Other construction impacts, including noise?

8. Describe changes and necessary action(s), if any.

Contractor requirements to comply with federal, state, and local laws and mitigation commitments as stipulated in the ROD and FEIS will be included in the contract documents.

V. Traffic

YES

NO

1. Does the proposed design adequately serve the existing and planned future traffic projections?

2. Is the future traffic year still 20 years from the date of construction?

When the FEIS was approved, the 20-year future traffic year was 2027, with construction expected to begin in 2007. Due to funding constraints, start of construction has been delayed. Construction of Phase 1 is planned to begin in 2014. Phase 2 is unfunded and construction is not expected to begin for this phase for several more years. The future traffic year has not been revised, thus it is no longer 20 years from the date of construction.

3. Do changes in traffic cause additional project impacts?

4. Describe changes and necessary action(s), if any.

VI. Section 4(f)/6(f):

YES

NO

1. Has there been a change in status of Section 4(f) properties affected by the proposed action?

2. Would the proposed design refinements affect Section 4(f) properties?

VI. Section 4(f)/6(f) (cont.):

YES

NO

Construction of the BCBR grade separation in Phase 1 will require the use of 0.3 of an acre of historic railroad property as identified in the FEIS. Four of the seven historic WAPA towers will be relocated in Phase 1. These 4(f) resources were identified in the FEIS.

3. Has there been a change in the status of the Section 6(f) properties affected by the proposed action?

N/A

4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFA?

N/A

5. If yes to any of the above, attach appropriate Section 4(f) and Section 6(f) documentation.

Documentation is included in detail in the FEIS Chapter 7, Section 4(f) Evaluation and on pages 19-21 in the Record of Decision.

VII. Changes in Environmental Commitments or Mitigation

Measures:

YES

NO

1. Have any changes in the environmental commitments or mitigation occurred?

2. If changes have occurred, will the December 8, 2005 Record of Decision Summary of Mitigation Measures need to be revised to reflect these changes?

3. Describe changes and necessary action(s).

VIII. Public Involvement and Agency Coordination:

1. Describe the type of public involvement and agency coordination that has occurred after the environmental document was approved or since the last re-evaluation.

The project web site was developed and last updated in March 2009 to keep the public updated regarding the project. Public information meetings were held on February 20, 2007 and July 9, 2009 to update the public on the most recent project design status, funding, and schedule and to solicit comments regarding the proposed design modifications to Phase 1.

Over the past three years (2006 to present), the NDOT project engineers have met with several members in the Boulder City community including the Jericho Heights developer, the Railroad Pass Hotel and Casino, the MGM, WAPA and other utility organizations, and NPS. They have presented the project at the request of the Boulder City mayor and city council, homeowners associations and other

citizen groups on several occasions. Beginning in 2006, with the implementation of Phase 1 final design, NDOT environmental staff have had preliminary coordination meetings with NDOW, USFWS, and the BLM. Agency coordination will be ongoing to meet the commitments described in the above sections.

2. Discuss pertinent issues raised by the public and resource agencies. Attach applicable correspondence and responses.

The following were the predominant issues raised by the public from the Boulder City Bypass Public Information Meeting, 7/09/2009. About 50 individual comments and 100 neighborhood petitions were received. Representative examples of the comments and neighborhood petition are attached.

1) Frontage road at the western terminus of Phase 1 in the vicinity of Foothills Drive/Old Vegas Trail/Wagonwheel Drive

Issues of concern:

- Increase in traffic in a residential area
- Restricted in/out access to neighborhood if freeway traffic to a residential area when accidents occur on the mainline;
- Decrease in safety for school buses, children, pedestrians, etc.
- Increase in noise
- Decrease in property values and quality of neighborhood

A public hearing for the DEIS was held April 4, 2002 to present the four alternative alignments (A, B, C, and D) for the Boulder City Bypass. After public review and comment, the FEIS was approved April 2005. The Record of Decision (ROD) was signed by FHWA in December 8, 2005 selecting Alternative D, “the Southern Bypass”, as the preferred alternative. Displays at the hearing showed a frontage road connecting the interchange near Railroad Pass Hotel and Casino to Foothills Drive as part of the proposed design. The Nevada Department of Transportation, the Federal Highway Administration, and the City of Henderson will consider the public comments received regarding the frontage road as presented in the July 9, 2009 public information meeting in the final design of Phase 1 to minimize, mitigate, or avoid the issues of concern identified above.

2) Heavy traffic along the existing US 95 alignment between Buchanan/US 95 and the Hoover Dam.

Issues of concern:

- Increase in traffic through Boulder City once the U.S. 93 Hoover Dam Bypass opens up
- Construct Phase 2 before Phase 1

Opening the U.S. 93 Hoover Dam Bypass will add heavy truck traffic that has been prohibited since September 11, 2001 to the traffic volume on U.S. 93; however the majority of the average daily traffic volume is passenger vehicles. Most of the heavy truck traffic will utilize the U.S. 93 Truck Bypass (Nevada Highway) and will not go through Boulder City. Passenger vehicle traffic volumes are not expected to substantially change from existing traffic volumes.

Construction of Phase 1 is funded in the RTP. Phase 2 is unfunded and construction of this phase is not expected to begin for several years.

VIII. Environmental Re-Evaluation:

YES

NO

1. Do the conclusions and commitments of the original environmental document approval or subsequent re-evaluations remain valid (if no, go to # 2)?
2. Will the changes in project scope, environmental consequences, or public controversy require a new, supplemental environmental document or EIS?

This document incorporates the 45 Construction mitigation measures and 27 Operational mitigation measures, either explicitly or by reference, stipulated in the ROD, Attachment 1 of the ROD, and the FEIS. It is the Project Manager's responsibility to track and implement these measures via the Project Management Plan as the project advances.

Approved by: Steve M. Cooke

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

Date: 8/5/09

Approved by: Greg Novak

Greg Novak, P.E.
FHWA Major Projects Manager

Date: 10/26/09

ATTACHMENTS

Example of Neighborhood Petition

Attention: Steve Cooke

July 23, 2009

To: No Dpt: Neighborhood Petition

Re: RESIDENT INPUT TO THE CURRENT BOULDER CITY BYPASS DESIGN.

First: It is difficult for the residents of River Mountain Ranch Estates and Old Vegas Trails to understand why there needs to be an "access road" from Railroad Pass to Foothills Drive (even after attending the 7/22 meeting).

What traffic are you diverting? Why are you diverting it into residential areas? Is this impact solving or creating problems? What is wrong with the present 95? It's there; it's straight which is appreciated by Big Rigs; it's cost effective because it's done; and it handles the traffic...all of it! Best of all, it doesn't impact any residential areas nor does it have any negative impact on ACEC - an extremely important issue which also needs to be addressed.

With this current design, our main concern is how to divert this added traffic off Wagon Wheel (2-lane road), off Foothills Drive (2-lane road), off Old Vegas Trails (4-lane road with 2-lane parking) and OUT of our residential areas.

This current design will dump excessive traffic off 95 and into our residential areas impacting 2 of the 3 main residential streets (Foothills Drive, Wagon Wheel Drive, Old Vegas Trails). Wagon Wheel and Foothills are already impacted by the 95 on and off traffic.

If there is an accident at Railroad Pass, there is no way to divert traffic...it simply stops! No access road can divert an accident occurring in the Pass - period.

This current design will devalue our property along with impacting our current lifestyles. Other concerns with this design is the increase in traffic, noise, pollution, speeding and congestion along with all the 18 wheelers and smaller trucks which currently stay on 95 out of hearing distance for the most part. There are bus stops and children on both Old Vegas Trails and Pinto/Wagon Wheel corner which would be impacted.

What other options exist in terms of routing traffic without impacting any of these existing residential homes and streets? And with zero impact to the ACEC?

Thank you.

NAME: Norma E. Lyre (print) Norma E. Lyre (signature)

Address: 1540 Wagon Wheel Dr
City: Henderson State: NV Zip: 89002
Phone: (702) 576 5586 Cell: None
E-Mail: none

I would like someone to call me to discuss my comment(s) and/or questions.....Yes: [checked] No: []

**Selected Comments on Boulder City/US93 Corridor Study “Boulder
City Bypass” July 9, 2009 Public Information Meeting
Submitted to NDOT by Email**

All comments were cut and pasted from their original email document into this document. No corrections to spelling or content were made. The original emails are saved as text files and retained by NDOT Environmental Services.

From: c21mrose@aol.com [mailto:c21mrose@aol.com]
Sent: Monday, July 20, 2009 9:20 AM
To: Information DL
Subject: [SPAM] Boulder City bypass
Importance: Low

To whom it may concern,

I am writing in regards to a flyer sent through my neighborhood about the Boulder City Bypass, Phase 1. It includes a frontage road being built at Foothills Dr. in Henderson. I am against this frontage road as I and my neighbors feel it will bring a huge amount of traffic, including large trucks down Old Vegas Trail which is in a residential neighborhood. I don't know of any public meetings regarding this and want to know if any are being scheduled. This email is my formal comment and I am completely against this. It will cause safety problems including school bus safety, pedestrian, and bicycle safety. Not to mention the devaluation of property which is already at an all time low. Please reconsider your proposal on this project.

Mary & Roger Rose
2401 Gold Camp St
Henderson, NV 89002
702-565-5920

From: Stephen Cino [mailto:steve.onestopprop@yahoo.com]
Sent: Monday, July 20, 2009 12:07 PM
To: Information DL
Subject: boulder city bypass phase 1

Dear Sir Or Madam,

I am very concerned about this project and upset that the state would even think of destroying this street, "old Vegas trail". There are enough racers coming up and down this street as it is, we don't want or need construction and havoc of any kind in our neighborhood. Thank you. Steve and Toni Cino

From: Lee Sowders [mailto:leeasowders@hotmail.com]
Sent: Friday, July 17, 2009 8:12 AM
To: Information DL
Subject: Boulder City Bypass Project

Recently a neighbor gave me information she obtained at the recent public information meeting concerning the proposed Boulder City Bypass Project. I strongly object to the current proposed frontage road being connected to Foothill Avenue. That would increase traffic in our "Residential" neighborhoods by the only choice for the traveler to go, Old Vegas Trail. There is no reason to do this when the EIS Alternative "D" could utilize an existing right of way along I93/95 to the current off ramp at Wagonwheel avoiding our neighborhood completely. The current proposal would increase "lost" automobile, and worse semi-truck traffic down Old Vegas Trail (a school zone). My objection will be passed along to my representatives at the City of Henderson and State of Nevada.

Sincerely,

Lee A. Sowders
2524 Vegas Vic Street
Henderson, NV 89002

From: s_i_r.excite [mailto:s.i.r@excite.com]
Sent: Saturday, July 18, 2009 9:11 PM
To: Information DL; andy.hafen@cityofhenderson.com; gerri.schroder@cityofhenderson.com; robertmurnane@cityofhenderson.com
Subject: Boulder City Bypass

Hello All,

I was not able to attend the informational meeting on the Boulder City Bypass that seems to provide a frontage road through my currently quiet housing development.

I have reviewed the project scope and cannot see why the frontage road could not simply tie back into US 515 before ending at Foothill and down our quiet street since it goes in the same direction. You would still have the exit for Railroad Pass and the street leading to the exchange as your project details. Please consider tying the frontage road back to US 515 rather than dumping it onto Foothill.

Please contact me if you have any questions or I can be of some other assistance.

Thank you for your time.

Respectfully,
Steve Raskin
702-821-6255

From: powstein@aol.com [mailto:powstein@aol.com]
Sent: Sunday, July 19, 2009 6:27 PM
To: Information DL
Subject: Boulder City Bypass

Dear Mr. Petrenko,

We just received a flyer from a neighbor informing us that NDOT is planning a highway frontage road via Old Vegas Trail to Foothill. This is unacceptable. Old Vegas is a residential road and should not be turned into a thoroughfare. We do not need the increased traffic and large commercial trucks which will turn a quiet neighborhood into a noisy one, not to mention decrease property values which have already taken a beating. We don't want this frontage road in our neighborhood. Further, I don't know how we missed this. I don't remember getting any kind of notice. When was this posted? Did a mailer go out? I'm just very surprised that we didn't know about this. Why isn't the highway widened south of Wagon Wheel. That seems a better solution than routing some traffic through neighborhoods. Once the dam bypass bridge is completed, that section of highway will have increased traffic and will need widening anyway. We need a wider highway, not lower property values.

Thank you for considering our objection.

Sincerely,

Susan Powers & James Steiner
1641 Cowboy Chaps Pl
Henderson NV 89002
702-566-3226

From: paul erickson [mailto:mnstargazer@gmail.com]
Sent: Sunday, July 19, 2009 1:16 PM
To: Information DL
Cc: andy.hafen@cityofhenderson.com; gerri.schroder@cityofhenderson.com;
Robert.Murnane@cityofhenderson.com
Subject: Boulder City Bypass - comments and concerns

Mr. Glen Petrenko, P.E.
1263 S. Stewart Street
Carson City, NV 89712

Sir,

I am writing to state both mine, my wife's and my families strong opposition to the proposed frontage road that will connect the Railroad Pass Casino to Foothills Drive in Henderson near the I-515 and Wagonwheel Drive interchange. This proposed road is a portion of the Boulder City Bypass, Phase 1. We object to this frontage road for the following reasons:

1. If we understand the proposed layout correctly this frontage road will significantly increase traffic thru our residential area. Foothills Drive connects to Paradise Hills Drive, Old Vegas Trail and the residential roads and areas adjacent to I-515. These areas have many children living in them and there are a number of school bus stops on these roads. Additionally, many residents of the area frequently walk along these roads for exercise and relaxation. Any increase in traffic would greatly elevate risk to the children in the

area and the residents who call this area home. Currently, traffic in the area is moderate. I am concerned that increased traffic will cause all of the problems inherent with large traffic volumes including people driving faster and driving wrecklessly as they hurry to pass thru our neighborhoods. I feel this is a serious problem as I have seen it happen to other neighborhoods in the Las Vegas and Henderson areas.

2. In the event of an accident on the I-515, or if there is road construction, or some other reason to restrict traffic on the freeway then this frontage road will deliver even more traffic to our residential area as motorists are diverted from the freeway. The potential for bumper to bumper traffic jams as people use the frontage road to connect to Old Vegas Trail and then Boulder Highway brings nightmares in my mind. While this would not be an everyday occurrence, the potential is there and it is not a matter of if it will happen, but how often.

3. The proposed route of the frontage road is thru a recreation area of BLM land in the River Mountains. There is a bike path along this proposed route and although it does not look as if the frontage road will remove the bike path, the increase in traffic that this road will bring will significantly impact the recreational value of this path and this area. I feel that efforts should be towards making this area even more attractive for recreation, this proposed road will do just the exact opposite.

4. Any increase of traffic in this area has the potential to continue reduce property values in this area. Everyone knows how much we have all lost in this horrible phase of the economy, adding this frontage road will be like an additional nail in the coffin if property values continue to go down. When I moved to this area I did so because of the relative peace and quiet and the relative serenity in this neighborhood. This frontage road will take that away from me and everyone who lives in this area. I feel that this would be a horrible thing to do to us.

5. Introduction of a frontage road may invite businesses to develop along it's route from Foothills Drive to the Railroad Pass Casino. If this occurs then all of the problems stated above will be significantly worse. This area is beautiful, it is quiet, has great views of the valley, and is in close proximity to many hiking trails. I would hate to see that all disappear because of the addition of this road.

I am not against the Boulder City Bypass project in general, however I believe this frontage road has absolutely no advantage and provides little benefit. On the other hand this road has great potential to cause harm to the many residents who live near the I-515 and Wagonwheel Drive interchange. This frontage road will reduce the livability, desirability and safety of the Foothills Drive, Paradise Hills Drive and Old Vegas Trails roads and the adjacent neighborhoods.

I implore you to remove the proposed frontage road from this project.

I will also send a signed copy of this letter via US mail.

Respectfully,

Paul Erickson and family
1619 Hacienda Horse Court,
Henderson, NV 89002
702-463-4720

Copy to:

The Honorable Andy Hafen, Mayor, City of Henderson
Councilman Gerri Schroeder, City of Henderson
Mr. Robert A. Murnane, P.E., Director of Public Works, City of Henderson

From: Robert Hoag [mailto:robertjhoag@gmail.com]
Sent: Monday, July 20, 2009 2:51 PM
To: Information DL; andy.hafen@cityofhenderson.com; robert.murnane@cityofhenderson.com
Subject: Boulder City Bypass

Susan Martinovich, P.E.
Glenn Petrenko, P.E.
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, Nevada 89712

Susan and Glenn,

I am writing in response to some information that has recently come to my attention with regard to the Boulder City Bypass Project. Under the current design, the frontage road traffic from the Railroad Pass Casino Hotel would be routed to Paradise Hills road, and through residential neighborhoods via Old Vegas Trail before they could achieve their ultimate goal of getting back on Highway 93/95. This would direct freeway and heavy truck traffic through the residential areas of Old Vegas Trail, creating not only noise and traffic flow issues, but also creating a massive safety hazard.

This circuitous routing would not only be much more costly to construct and maintain than a direct on-ramp back to the freeway per EIS Alternative D, but would also direct interstate traffic through a residential neighborhood and past several school bus stops in the event of a detour. The Railroad Pass Casino is also a popular stop-over for heavy truck and semi drivers, and these drivers upon exiting the Railroad pass area would logically head northwest on the frontage road in an attempt to regain access to the freeway and would wind up directed through the residential area - an area never designed or intended to support continuous heavy truck traffic. I'm certain that the thought of semis driving by mere feet from children waiting at a school bus stop is as unsettling to you as it is to me - this is a tragic 6 o'clock news story just waiting to happen.

Currently the Old Vegas Trail area is a relatively quiet residential community. On any given day on Old Vegas Trail, you will see families walking along the sidewalks to get to the community park common area, joggers, people out walking their dogs, and new mothers taking their children for walks in strollers. I'm certain that you share my concern for the safety of the residents of the Old Vegas Trail area and their children, and understand the obvious folly of moving forward with the current plans, especially when such a readily available and cost effective solution to the problem already exists.

A less costly and much safer alternative would be EIS Alternative D, which would redirect traffic immediately back on to Highway 93/ 95. I sincerely hope that EIS Alternative D was conceived to address these obvious traffic flow design flaws, and that you and your staff will elect to enact this alternative in lieu of moving forward with the current design. I have attached a scan of the current design and EIS Alternative D for your reference.

Please feel free to contact me by phone to discuss this matter further, or to use my e-mail or home address listed below if you wish to document your correspondence.

I look forward to your response and prompt resolution to this situation.

Robert Hoag
1599 Cattle Ranch Place
Henderson, Nevada 89002
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702-335-5170

cc:

Andy Hafen
Robert Murane



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

November 9, 2009

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:

Mr. Robert Murnane, PE
Director of Public Works
City of Henderson
240 Water Street
Henderson, NV 89015

RE: Boulder City Corridor Study

Dear Mr. Murnane:

As you are aware, the Nevada Department of Transportation (NDOT), in association with the Federal Highway Administration, conducted a re-evaluation of the Environmental Impact Statement. The NDOT has proposed a new interchange design to improve access and proposed addition of a frontage road on the westerly side of I-515 between Railroad Pass and the railroad to serve several private parcels that would otherwise be landlocked.

As part of this process, FHWA requested additional public hearings be held to provide the opportunity for public input regarding the changes. During the July 2009 meeting, many City of Henderson residents became aware of a frontage road that was proposed as part of the original project to be constructed between Railroad Pass and Foothills Drive on the easterly side of the I-515. Following this meeting, NDOT received numerous comments against this easterly frontage road in which residents cited concerns regarding: cut-through traffic on Old Vegas Trail, the potential for truck traffic on Old Vegas Trail and Foothills Boulevard en route to and from Railroad Pass Casino, increased pressure to extend Foothills Boulevard east and north behind the Old Vegas neighborhood, and the potential for the frontage road and Old Vegas Trail to become a detour route for freeway traffic in emergency situations. Residents also identified the frontage road as redundant to the proposed westerly frontage road, and therefore believe the easterly road is not necessary.

Please accept this letter as formal notification that the NDOT has heard the concerns of the Henderson residents and agrees to work with Henderson staff to evaluate alternatives to the easterly frontage.

Thank you for your assistance and cooperation with the Boulder City Bypass project. Should you have any questions or comments, please contact the undersigned at your convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Rawlins".

Scott Rawlins, P.E., CPM
Deputy Director/Chief Engineer

SR/JH/mmi