

C1

SCOTT L. BARANOFF, MD., F.A.C.S., Ltd.
 diplomate american board of urology

March 28, 2002

Daryl James
 NNDOT Environmental Division
 1263 South Stewart
 Carson, Nevada 89712

Dear Mr. James:

This correspondence is in reference to the draft of the Environmental Impact Statement regarding the Boulder City/US Highway 93 Corridor Study.

C1-2.1 Of the four alternatives listed, Alternative D is really the only salient choice for Boulder City. This is so, in that it would keep the traffic noise out of the residential parts of Boulder City and diminish noise pollution for the residents. This choice also does not result in the loss of businesses or residences which may occur with the other alternatives. It is also the safest route around the city with the least chance of automobile accidents and the safest route to transport hazardous materials.

I appreciate your considering my comments and hope that you will choose Alternative D as the preferred route.

Sincerely,


 Scott Lee Baranoff, M.D., F.A.C.S.
 SLB:mj

4278 burnham, suite 320 • las vegas, nevada 89118 • 702-738-8000 • FAX 702-738-4788

Response to Comment C1-2.1

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Alternative D would bypass to the south of town. The nearest residential receptors are approximately 1.4 kilometers (km) (.85 miles) from the alignment. Therefore, residential receptors would experience less noise, dust, and traffic under Alternative D than with the other build alternatives.

All of the build alternatives (B, C, and D) were developed to satisfy the need for reducing the frequency of vehicle crashes in comparison to No Build (Alternative A). Spills would not occur less frequently for Alternative D than any of the build alternatives; however, with Alternative D, traffic would be farther from town.

Comment concerning transport of hazardous waste is noted.

C2

Page 1 of 1

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: April 01, 2002 8:00 AM
To: Wittie, Jean/LAS
Subject: FW: route bypass

FTAR

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 01, 2002 7:05 AM
To: Lasko, Michael/LAS
Subject: FW: route bypass

FYI

R. Scott Rawlins, P.E.

Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Nancy Barlow [mailto:nancybarlow44@hotmail.com]
Sent: Saturday, March 30, 2002 7:24 PM
To: scrawlins@dot.state.nv.us
Subject: route bypass

C2-1.1 | I vote for [D ROUTE] .I have been very happy to not have all the big trucks through town for the past 6 mo.
keep it up.

05/14/2002

Response to Comment C2-1.1

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C3

Koos, Elizabeth/SCO**Subject:** FW: Boulder City, US 93 Corridor

-----Original Message-----

From: Wilson, D. Ed
 Sent: Thursday, April 04, 2002 3:47 PM
 To: Rawlins, Scott
 Subject: FW: Boulder City, US 93 Corridor

-----Original Message-----

From: Daniel.Benyshek@ccmail.nevada.edu
 [mailto:Daniel.Benyshek@ccmail.nevada.edu]
 Sent: Thursday, April 04, 2002 3:37 PM
 To: info@dot.state.nv.us
 Subject: Boulder City, US 93 Corridor

To Whom It May Concern:

As a resident of Boulder City, I am writing to express my support for Alternative D, the southern bypass route. This is the only alternative that appears to be able to protect the quality of life that so many Boulder City residents, such as myself, cherish.

C3-2.2

I submit my endorsement with two reservations: 1) without additional hiway development, any of the three proactive US 93 corridor proposals will simply worsen the traffic bottleneck at Hoover Dam, and 2) I am concerned that alternative D might disturb or limit access to sites in the Eldorado Mountains which may be of cultural significance to the Lee Vegas Band of Southern Paiute. Assuming these factors have been carefully and fairly considered, alternative D remains the only real option in my opinion.

C3-1.2

C3-2.3

Sincerely,

Dr. Daniel Benyshek
 Professor of Anthropology
 UNLV

409 Ash St.
 Boulder City, NV 89005

1

Response to Comment C3-2.2

Support for Alternative D and comment noted.

Response to Comment C3-1.2

The traffic problems at Hoover Dam were addressed in the Hoover Dam Bypass FEIS. Construction of the bypass project, located 1,500 feet south of the dam is currently underway.

Response to Comment C3-2.3

As discussed in Section 4.8 of the FEIS, Alternative D would impact three recorded eligible archaeological sites. NDOT and FHWA, in consultation with the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), and any appropriate Native American tribes, will develop specific mitigation measures pursuant to the PA for this project (Appendix E, Volume I). In addition, a Native American consultation plan (Blair and Lawrence, 2000) has been written and consultation will be reinitiated between FHWA and the appropriate Native American representatives during the preliminary and final design phases of the project.

C4

Koos, Elizabeth/SCO

Subject: FW: Boulder City Bypass

>To: tgreco@dot.state.nv.us
 >From: Hal Berghel <h1b@acm.org>
 >Subject: BC Bypass
 >Cc:
 >Bcc:
 >X-Rudora-Signature: <h1b url>
 >Date: Thu, 02 May 2002 07:53:33 -0700

>
 >Tom,
 >
 >Pardon the interruption. I've contacted you before on this issue, but
 >want to again re-affirm my position against the southern bypass.
 >
 >My original email to you appears below. My position hasn't changed. The
 >southern bypass is a transparent attempt on the behalf of some BC
 >residents to turn their problem into other BC resident's problem. The
 >solution is to approach this from the point of the community's best
 >interests, not individual landowners.
 >
 >There are many of us who feel strongly on this issue but who haven't
 >invested a princely fortune in hiring political lobbyists to drive up our
 >property values under the guise of "public spirit." We should not be
 >penalized because we have neither the time, desire, nor economic might to
 >impose our will on our neighbors.
 >
 >With all best regards.
 >
 >cheers.
 >
 >Hal Berghel
 >BC resident
 >
 >#####
 >
 ><copy of email to Tom Greco, September 22, 2001>
 >I would like to express another view to NDOT as it undertakes its planning.
 >
 >(1) those who moved along U.S. 93 did so knowing full well that they were
 >moving alongside a heavily used highway. Those of us who moved on the
 >south side of Boulder City did so because they thought they were moving to
 >the quiet desert environs. The "coalition" effort reminds me of the people
 >who built homes in Playa del Rey under the takeoff path of LAX, and then
 >later sued LAX over the noise pollution. It seemed lost on some that LAX
 >was there before the homes. The same applies for the homes along U.S.
 >93. The fact that this "coalition" is throwing a lot of money at this
 >effort makes me even more suspicious of the motives.
 >
 >(2) At this moment, Hoover Dam is closed to truck traffic. Non-auto
 >traffic is diverted through Laughlin. This seems to be an effective
 >solution to a problem. Is there a major issue that I'm unaware of? The
 >routing through Laughlin seems to be viable. Let's re-consider it as a
 >permanent solution. It is a fundamental mistake to do something
 >ill-conceived in the interest of "political realities."
 >
 >(3) Given the events of the past week, one really has to examine how
 >reasonable it is to place a bridge even within a few miles of the
 >Dam. Wouldn't it be safer in the long run to get the heavier traffic as
 >far away from Hoover Dam as practicable? I'm no expert, but as a frequent
 >flyer over this area, routing truck traffic through Laughlin or over the
 >Henderson cut seems to make a lot more geographical sense.

C4-2.4

C4-6.1

Response to Comment C4-2.4
 Comment noted.

Response to Comment C4-6.1
 Comment noted.

>
>(4) the Eldorado Valley remains pristine but for the inevitable power
>lines. The proposed southern route destroys the natural beauty of the
>Valley. This is not to mention the noise and dust pollution it will cause. | C4-2,5
>
>I hope that NDOT will not fall victim to the pressures of political and
>monied interests, and offer a measured response that is truly in the
>interests of Boulder City.
>
>cheers.
>
>hal berghel
>
> <http://www.acm.org/hlb/>
> <http://www.acm.org/hlb/>

2

Response to Comment C4-2.5

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Visual, noise, and air impacts are discussed in FEIS Sections 4.10, 4.3, and 4.2, respectively.

C5

I would like to recommend route D "The Southern Route".

- CS-4.1 ✓ It would not take anyone's home away from them.
 ✓ It would not shut down and relocate any business
 ✓ Small business should be treated the same as the casinos
- CS-2.6 ✓ It does not send 6 lanes of traffic through town, allowing Boulder City to keep and maintain their small town atmosphere
 ✓ It does not allow sound barriers and over passes to destroy the view people have of the mountains and lake.
- CS-4.2 ✓ It will allow the Hemingway Valley to remain open and spacious.
 ✓ Since 911 the trucks and motor homes have been routed around Boulder City and it has not affected business.
 ✓ We have a small business and it has not been affected by the 911 reroute of trucks and campers. Our customers are actually happier and have made very positive comments. Most of our customers eat in the restaurants and stay at the local hotels when they come boating or fishing.
- CS-2.7 ✓ It is actually easier for our clients to pull their boats from Industrial on to US93.
 ✓ No one would be disturbed, have to put up with noise pollution, or dust pollution, or traffic tie up.
 ✓ Hazardous truck accidents will not happen next to residential homes. We have had several accidents were large trucks with hazardous material crashed in town and near homes. This will allow hazmat to contain a spill and not have to worry about the human aspect. This will also allow us residence to sleep easier if the trucks did not bring hazardous material past our homes daily.
 ✓ If nuclear waste does come to Nevada, I do not want it that close to my home.

Sincerely,



Colde Booth
 586 Lake Huron
 Boulder City
 Home Owner
 Realtor
 Small Business Owner (Les' Marine Repair & Storage)

Response to Comment C5-4.1

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Small business and casino economic impacts are discussed in Sections 3.11.2 and 4.11 of the FEIS.

Response to Comment C5-2.6

A description of Alternative D can be found in Section 2.7.4 of the FEIS.

As described in FEIS Section 4.10 (Visual Impacts), Alternative D would result in the greatest landscape modification.

Response to Comment C5-4.2

Comment noted.

Response to Comment C5-2.7

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

The nearest residential area is approximately 1.34 km (0.83 miles) from the Alternative D alignment.

Comment concerning transport of nuclear waste is noted. Of the build alternatives, Alternative D maintains traffic the greatest distance from residences.

BOULDER CITY CORRIDOR

Page 1 of 8

Koos, Elizabeth/ISCO

Subject: FW: B. C. CORRIDOR DEIS

-----Original Message-----
From: Dick Bravo [mailto:bravo@aw.net]
Sent: Thursday, May 09, 2002 1:05 PM
To: stawilins@dot.state.nv.us
Subject: B. C. CORRIDOR DEIS

May 9, 2002

R. Scott Rawlins, P.E.
Project Manager
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

Reference: Boulder City/US 93 Corridor Draft Environmental Impact Statement

83

Dear Mr. Rawlins:
The purpose of this letter and the accompanying table is to provide you with some comments and suggestions regarding the reference document.

First, I would like to compliment the team for having done a solid professional job in preparing the DEIS. It took a lot of time but the result shows why. My comments and suggestions are meant to be constructive and not critical of your efforts.

The accompanying table makes it clear that both Alternatives B and C are far superior to Alternative D in almost every investigated category. Reading the local paper, listening to City Council meeting presentations and taking direct input at public meetings might lead to the conclusion that the people of Boulder City prefer Alternative D. However, the DEIS is an objective study of the situation and any objective reader will come to the same conclusion that I have. There was a voter-approved initiative on the June 1999 Boulder City ballot that recommended a southern bypass, and I voted for it. I made my decision based on a desire to keep trucks off Boulder City surface streets but I was woefully under-informed. The information contained in the DEIS, especially that data related to the complexity of the eastern portion of the southern route, was not available at that time and no other alternatives were under discussion. The main reason for expending the time and money to prepare environmental impact statements is to make sure that all reasonable solutions are completely developed. The voice

05/16/2002

Response to Comment C6-2.8

The commenter is referred to FEIS Table ES-1, which indicates the following impact summaries for Alternative D:

Air Quality (4.2) – equivalent to Alternative B.

Noise (4.3) – decreased noise in some residential areas; increased noise in portions of LMNRA.

Biology/Threatened Species (4.4) – equivalent to Alternative B.

Water Resources (4.5) – greater long-term impacts than Alternative B or C.

Wetlands/Waters of the U.S. (4.6) – greater impacts than other build alternatives.

Floodplains (4.7) – smaller area requiring least mitigation of all build alternatives.

Land Use/Section 4(f) (4.9) – greater impact on LMNRA land; highest level of support for bicycle routes; benefits to residential development; greater utility tower/line impacts. Mitigation measures equivalent to Alternative C.

Visual (4.10) – lowest visual resource impacts of build alternatives. Mitigation equivalent to Alternatives B and C.

Economic (4.11) – short-term negative impact.

Energy Use (4.16) – most energy consumed during construction and operation.

Response to Comment C6-3.1

Opposition to Alternative D noted. Refer to FEIS Table ES-1 for a summary and compilation of potential impacts and mitigation measures for the alternatives.

BOULDER CITY CORRIDOR

Page 2 of 8

of the people, no matter how few, must be heard but the actual decision must be made based of an objective analysis of all pertinent factors.

- C6-2.8
 - C6-3.1
 - C6-3.2
 - C6-6.2
 - C6-4.3
 - C6-2.9
1. Fifteen comments supplement those in the table are clearly greater than those of B or C in ten of these areas [Air Quality, Noise, Biology/Threatened Species, Water Resources, Wetlands/Waters of the U.S., Floodplains, Land Use/Section 4(f), Visual, Economic and Energy Use]. In the remaining five areas, the impact is either nearly the same for all alternatives or there is no significant effect on the environment.
 2. The cost of the project is not considered to be an environmental matter but it is an important factor. The cost of Alternative D is so much higher than the other two build alternatives that enormous benefits would need to be attained in order to justify its selection. The DEIS clearly shows that there are no such benefits and that there are serious Alternative D environmental impacts which cannot be mitigated.
 3. The availability of fill material is critical to this project. I could not find an analysis of the sources for fill in the DEIS. Alternative D is likely to require fill far in excess of that available from cuts. Alternatives B and C may also require some smaller amounts of externally-supplied fill material.
 4. The ballot initiative mentioned above was three years ago. Sugarloaf Mountain was selected as the location for the Hoover Dam Bypass in January of that year (1999) but the feeling in Boulder City was that the bridge could still be stopped by strong political action. That is not the case today.
 5. Parts of the Alternative D pass through land under the control of the Bureau of Land Management. The Boulder City Charter prohibits gambling in the City. The BLM often auctions off sections of land, many times to casino companies for casino/hotel development purposes. Boulder City could not legally stop such a land sale and this could result in a gambling enterprise near the southern bypass highway. Of course, a casino could be built there now but without the southern bypass it does not make good business sense. This possibility should be dealt with in the FEIS.
 6. Page 4-9 states that the homes on Georgia will have 4 tdba noise levels when Alternate D is operational. That is down from about 75dba on the freeway just 0.8 mile away. You may be right, but I could not find any justification in the DEIS. Also, the statement "Such levels are below existing...levels" is made. This implies that if we want a quieter neighborhood, all we need to do is go build a 65 mph highway about 0.8 mile away. If this statement is intentional it needs some backup. The DEIS states that the "B" Hill/San Felipe residential area is 1.5 miles from US33/D. The horse corrals are much closer than that and could be exposed to excessive noise. There is always somebody in the corral area and many times there is quite a crowd. This area should be considered in the DEIS.
 7. Here are a couple of typographical errors.
 - On pages 4-66 and 4-100 (at least) you have misspelled the name of our excellent planner, Susan Danielewicz.
 - The "million" is missing from the construction cost estimate text on page 4-96.

05/16/2002

Response to Comment C6-3.2

Standard NDOT cut-and-fill criteria were used to determine the depths of cuts and fill for all build alternatives. All excavated material may be used in fills, thus reducing the need for fill importation. Sources of imported fill material will be identified during the final design phase of the project.

On the basis of information developed for the Preliminary Engineering Report (NDOT, November 2001), total estimated fill importation required for Alternative D is approximately 10 times less than for Alternative B and 7 times less than Alternative C.

Response to Comment C6-6.2

Comment noted.

Response to Comment C6-4.3

Potential future land use sales on the part of BLM are beyond the scope of the DEIS and FEIS for the project.

Response to Comment C6-2.9

As discussed in FEIS Section 3.3, project-related traffic noise impacts were evaluated by conducting existing traffic and background noise level measurements in the project area and predicting future traffic noise levels from each project alternative using projected peak-hour traffic data, the proposed roadway alignment(s), and the FHWA Traffic Noise Model (TNM) Version 1.1. Project-related traffic noise impacts were evaluated against traffic noise level criterion for Activity Category B sites. Results from this analysis were compared to existing conditions for each alternative.

Response to Comment C6-5.1

Preference for Alternative C noted.

BOULDER CITY CORRIDOR

Page 3 of 8

C6-5.1

The evidence presented in the DEIS makes it clear that Alternative D is the worst of the three build choices. It is much worse over Alternative C. Alternative B emerges as mildly superior to D. I urge you to discard Alternative D and to select Alternative C as the solution for the Boulder City/US 93 Corridor.

Sincerely,

Richard J. Bravo
1573 Bermuda Dunes Drive
Boulder City, NV 89005-3649

Voice: 702/293-1590
Facsimile: 702/293-8665
E-mail: rbravo@arv.net

05/16/2002

Response to Comment C6-2.10

Comment noted. Air quality-related impacts are addressed in FEIS Section 4.2. Wind speed and direction were considered in the dispersion modeling prepared for this analysis.

Response to Comment C6-2.11

As discussed in FEIS Section 3.3, project-related traffic noise impacts were evaluated by conducting existing traffic and background noise level measurements in the project area and predicting future traffic noise levels from each project alternative using projected peak-hour traffic data, the proposed roadway alignments(s), and the FHWA TNM Version 1.1. Project-related traffic noise impacts were evaluated against traffic noise level criterion for Activity Category B sites (e.g., residences, churches, schools, recreation areas, and similar uses). Results from this analysis were compared to existing conditions for each alternative.

The potential impacts at Hoover Dam were addressed in the Hoover Dam Bypass FEIS, which has received a Record of Decision (ROD). Design of the bypass project, located 1,500 feet south of the dam is currently underway. This FEIS, focuses on the portion of U.S. 93 between I-515 and the planned western end of the U.S. 93 Hoover Dam Bypass project.

BOULDER CITY CORRIDOR

Page 4 of 8

**BOULDER CITY/US 93 CORRIDOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
SUMMARY OF COMMENTS AND SUGGESTIONS**

MAY 9, 2002

By Richard J. Bravo

Environmental Characteristic (DEIS Section)	Alternate B (per DEIS)	Alternate C (per DEIS)	Alternate D (per DEIS)	Comments by R. Bravo
Air Quality (4.2)	No Problem	No Problem	No Problem Note. A CO analysis at Buchanan and US 93 seems meaning- less for this alternative.	The wind blows into the City mainly from the south. Alternate D puts traffic-caused air pollutants into the air south of the City where it will usually blow up into town. Both B and C put these pollutants into the air on the north side of the City. An example: The western part of Los Angeles is relatively smog-free because the prevailing wind is from the west.
Noise (4.3)	Mixed Increases (some exceed MAC before mitigation) and some decreases	Some increases which approach MAC before mitigation with 8'-14' barriers as for B..	Decreased in developed B,C areas.	B and C changes are insignificant when compared to full U.S. 93 traffic (with a river crossing on or by Hoover Dam) Alt. D makes a big noise increase in south and east developed areas (near Georgia and "B" or San Felipe Hill). There is virtually no road traffic noise in these areas, either now or when truck traffic is crossing the river at Hoover Dam. Alt.D was not evaluated in this study!

C6-2.10

C6-2.11

05/16/2002

BOULDER CITY CORRIDOR

C6-2.12	Biology/ Threatened Species (4.4)	327 Acres Disturbed	460 Acres Disturbed	679 Acres Disturbed	This is an important reason not to use Alternate D. Of the 679 acres, more than 145 acres is high-density desert bighorn sheep territory.
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	Environmental Characteristic (DEIS Section)	Alternate B (per DEIS)	Alternate C (per DEIS)	Alternate D (per DEIS)	Comments by R. Bravo
C6-2.13	Water Resources (4.5) Storm water Runoff	Short runoff time: D is better	Short runoff time: D is better	Longer runoff time to the receiving water.	None
C6-2.14	Water Resources (4.5) Erosion	Moderate	Moderate	Severe.	All. D deepest cut is 230' vs. 98' for B and C, and it has 2,065' of cuts deeper than 80' vs. 98' for B and C. Section 11-39-7 U of the Boulder City Code requires subdivisions to "...retain all natural features, to a reasonable degree, including original grade, topography and drainage ways..." Alternate D clearly fails the "reasonable degree" test.
C6-2.15	Water Resources (4.5) Length of Steepest Grades	4100' @ 5.7%	4920' @ 5.7%	13,780' @ 6.0%	Flatter and shorter grades were among the main reasons that FHWA selected the Sugarloaf Mountain alternate for the Hoover Dam Bypass. Alternate D is once again clearly the wrong choice.
C6-2.16	Water Resources (4.5) Sediment Production	Low	Low	Highest	Alternates B and C both avoid the problems created by the Alternate D sediment.
C6-2.17	Wetlands/Waters of the U.S. (4.6)	A total of 3.19 Acres are impacted	A total of 3.32 Acres are impacted	A total of 13.47 Acres are impacted	Obviously D is much harder on precious desert wetlands than are B and C. The DEIS again points out that the steeper grades in D create a bigger erosion problem.

Response to Comment C6-2.12

Opposition to Alternative D noted. Potential impacts to biological resources and threatened/endangered species are discussed in FEIS Section 4.4. FEIS Sections 4.4.3 and 4.4.4 describe measures that would be undertaken to protect bighorn sheep during construction and operation of Alternative D.

Response to Comment C6-2.13

Comment noted.

Response to Comment C6-2.14

As noted in FEIS Section 4.6, construction and long-term operational impacts would be greater for Alternative D, relative to Alternatives B and C.

Boulder City code requirements for subdivision grading, drainage, and topography are not applicable to an interstate highway project.

As noted in FEIS Section 4.10.3, NDOT has developed and circulated, in June 2002, a landscape policy that will outline a treatment methodology.

Response to Comment C6-2.15

Opposition to Alternative D noted.

Response to Comment C6-2.16

Opposition to Alternative D noted.

Response to Comment C6-2.17

As noted in FEIS Section 4.5, construction and long-term operational impacts would be greater for Alternative D, relative to Alternatives B and C.

Construction and operational mitigation to avoid or minimize potential adverse impacts associated with implementation of all the build alternatives are discussed in FEIS Section 4.6.3.

Opposition to Alternative D noted.

Response to Comment C6-2.18
 Comment noted.

Response to Comment C6-2.19
 Comment noted.

Response to Comment C6-2.20
 As noted in FEIS Section 4.14.1, Alternative B would change traffic patterns within Boulder City, resulting in impacts to pedestrians and bicycle facilities. While Alternative C would have less of an impact to existing and proposed pedestrian and bicycle facilities within the City, its alignment outside of the City would result in larger impacts to recreational facilities and trails. Alternative D would result in a slower rate of traffic volume increase within the City, while affecting recreational trails and NPS backcountry roads in the eastern portion of the alignment.

BOULDER CITY CORRIDOR

C6-2.18	Floodplains (Operational) (4,7)	10 Acres are impacted	5.9 Acres are impacted	4.1 Acres are impacted	Alternate D requires less permanent mitigation than either B or C.
	Cultural Resources, Archaeological sites (4.9)	3 sites may be impacted	6 sites may be impacted	2 sites may be impacted	

Environmental Characteristic (DEIS Section)	Alternate B (per DEIS)	Alternate C (per DEIS)	Alternate D (per DEIS)	Comments by R. Bravo
Land User/Section 4(f) (4.9)	45 Acres of LMNRA land is used. 5 structures demolished. Impacts River Mountain Loop Trail. Electrical towerline impacts are low	45 Acres LMNRA land is used. Impacts River Mountain Loop Trail. Potential golf courses affected. Electrical towerline impacts are medium.	85 Acres of LMNRA land is used. Casino access is modified. Rifle range may be moved. Electrical towerline impacts are high.	The claim that Alt. D provides the highest level of support for bicycle routes makes no sense. Both C and D divert traffic from the streets used by bicycles and pedes-trans. Also, there is no benefit in encour-aging residential development. The people of Boulder City have changed the City Charter twice, just to discourage such development. In spite of the DEIS "spin", D is clearly the worst solution based on the use of our land.

C6-2.20

Response to Comment C6-2.21

The FEIS evaluated a representative collection of potentially sensitive viewpoints for each alternative based on an onsite field survey.

Suggestion for additional viewshed analysis noted.

Response to Comment C6-2.22

As noted in FEIS Section 4.11.1, Alternative D is expected to result in an initial noticeable negative effect on through-traffic businesses. In the long run, it is anticipated removal of most of the through-traffic would present a much more attractive environment for many businesses not dependent on significant through-traffic customers. Thus, Boulder City's economy might transition into one dependent more on services, destination tourism, or possibly even small-scale manufacturing.

Response to Comment C6-2.23

Comment noted. See response to Comment C6-2.22.

Boulder City Corridor

Visual (4.10)	Laguna Lane residential views are impacted	Laguna Lane residential and two historic structure views are impacted	Only minimal impact on casino patron views	DEIS ignores one of the most beautiful views in this region. This is the view from any slightly elevated place in the City, across the El Dorado Valley to the south, east of U.S. 95. Alt. D severely impacts this view and no mitigation will help. Table 4-24 addresses only residential receptors. This inspiring view to the south is for everybody. Permanent scarring of this relatively pristine area is not in anyone's best interests. Also, there is no apparent reason that the Laguna Lane view cannot be saved by putting Pacifica under the new US 93, as is Lake Mountain Drive.
Economic (4.11)	Drive-by dependent businesses may lose revenue	U.S. 93 businesses may see lower sales.	Short-term negative effect on City business is likely, long-term not likely.	The urban arterial section of Alt. B allows relatively easy access to U.S. 93 businesses and the access to central City at Buchanan is actually improved. Alt. C provides access to these businesses and to central City at Canyon Road. Alt. D provides neither visibility of, nor access to, any of the City businesses. Any negative economic impact on the City will certainly be more severe with Alt. D than with either B or C.

Page 7 of 8

C6-2.21

C6-2.22

Environmental Characteristic (DEIS Section)	Alternate B (per DEIS)	Alternate C (per DEIS)	Alternate D (per DEIS)	Comments by R. Bravo
Social (4.12)	Five businesses removed, access affected by raised medians	Noise increases, views impacted.	Less in-town traffic may decrease local business revenue.	All three build alternatives reduce in-town traffic. Alt. D most of all. See preceding comments. This loss is not likely to be replaced by local customers. Locals do not go to Henderson because there is too much traffic in Boulder City, they go to find the products and services that they need.

C6-2.23

05/16/2002

Response to Comment C6-2.24

Comment noted.

Response to Comment C6-3.3

Comment noted. Refer to DEIS and FEIS Table 4-32.

Response to Comment C6-1.3

As noted in FEIS Section 4.16.2, Alternative D would result in the highest level of fuel consumption of the alternatives considered.

Response to Comment C6-3.4

Comment noted.

Response to Comment C6-3.5

A construction time schedule was included in the DEIS visual impact section; however, it is too early to determine the actual length of construction at this time. Comment noted.

BOULDER CITY CORRIDOR

Page 8 of 8

Bicycles/Pedestrians (4, 14)	Current unsafe conditions get worse in time and the Gold Strike Canyon Trailhead may be impacted	Greater impact than Alt. B and the Gold Strike Canyon Trailhead may be impacted	Current unsafe conditions get worse in time and the Gold Strike Canyon Trailhead may be impacted. Many NPS trails and backcountry roads are directly impacted.	Alt. D causes a far greater backcountry impact than does either B or C. However, D is the only alternative that avoids relocating the Hemenway Wash drainage/trail facility. The Gold Strike Canyon Trailhead must be protected in any event. This canyon is absolutely unique.
Energy Use (Construction) (4, 16)	334 gal. of fuel/day (@10 mpg) 548 gal. of fuel/day (@5 mpg)	322 gal. of fuel/day (@10 mpg) 523 gal. of fuel/day (@5 mpg)	340 gal. of fuel/day (@10 mpg) 560 gal. of fuel/day (@5 mpg)	Alt. D obviously will require more fuel usage during construction.
Energy Use (Operational) (4, 16)	15,700 gal. of fuel used during a 2027 peak hour.	16,660 gal. of fuel used during a 2027 peak hour.	18,504 gal. of fuel used during a 2027 peak hour.	The 15% to 18% higher fuel consumption under Alt. D is supposedly negated by delay time reduction and "indirect and circulation benefits". These factors apply to all alternatives and D is clearly the worst choice for energy consumption.
Estimated Cost	\$220 Million	\$220 Million	\$345 Million	\$125,000,000 more for an inferior solution.
Construction Time Period	5 years over 11 years	5 years over 11 years	5 years over 11 years	It does not seem logical that the much more complex Alt. D can be built in the same amount of time.

9/20/08

C6-3.5

C6-3.4

C6-1.3

C6-3.3

C6-2.24

04/24/02 16:06 FAX 7023092107

CR2M HILL

02/2/054

C7

Puffin

April 10, 2002

Michael W. Brueske
901 Del Sol Drive
Boulder City, NV 89005

NDOT Environmental Division
1263 S. Stewart
Carson City, NV 89712
Attn: Mr. Daryl James

Re: U.S. Highway 93 Alternative Routes

Dear Sir:

C7-2.25

I am writing to express my opposition to any alternative construction to U.S. Hwy. 93 that would bisect Boulder City and bring the heavy trucks and the associated noise, pollution and safety concerns in to my quiet little community. I am wholeheartedly against alternatives A, B and C. While I am also less than thrilled with alternative D, the southern bypass, it is less offensive than the other alternatives.

C7-4.4

I realize that a few downtown business owners are concerned that diverting some traffic south of town would be harmful to their businesses. I believe they are mistaken and that their concerns are exaggerated. Cross country truckers and travelers that take the southern bypass probably wouldn't stop and spend money in Boulder City anyway with Las Vegas just 30 minutes further up the road. However, the vacationers on their way to Las Vegas or the Lake Mead National Recreation Area who are the most likely to utilize local Boulder City merchants would continue to take the existing Hoover Dam thru Boulder City route, just as they are doing now.

C7-6.3

Personally, I would prefer to see all four alternatives eliminated and simply enlarge the bridge in Laughlin and improve the existing U.S. Hwy. 95 thru Searchlight to Railroad Pass to make it the designated route. This would be far more cost effective for the taxpayers as it would eliminate the proposed boondoggle bridge and roadwork south of Hoover Dam that will undoubtedly cost citizens hundreds of millions of dollars by the time it is completed. Furthermore, expanding the current Searchlight route could be completed much faster than alternatives B or C. With safety and terrorism being used as an argument to fast track the Boulder City options, isn't time an important consideration? I know the trucking industry is opposed to the Searchlight route, but are they the ones calling the shots here? Aren't there more important concerns than their marginally increased costs, most of which, of course, have already been passed on to consumers?

Mr. James, this is a health, safety and quality of life issue that will profoundly affect the lives of all the people like me who have chosen to make Boulder City their home. Most of the

Response to Comment C7-2.25

Opposition to Alternatives A, B, and C, and comments noted.

Response to Comment C7-4.4

Economic impacts to businesses are discussed in Section 4.11 of the FEIS.

Response to Comment C7-6.3

Comment noted.

04/24/02 16:06 FAX 7023691107

CHEN HILL

013/034

residents of our quiet, safe little town have a strong sense of community. They tend to be very involved and determined when it comes to maintaining the quality of life in this special and unique part of Southern Nevada. Any decision that would adversely effect that quality of life such as alternatives A, B or C would undoubtedly elicit a ground swell of resistance that would grow exponentially when more and more people realized that their entire way of life was being threatened. An ardent, vigorous opposition to the in-town routes could potentially disrupt and delay those routes. This potential opposition must be factored in to any cost benefit analysis used to determine which alternative is ultimately chosen. Alternatives A, B and C are simply intolerable and unacceptable to the vast majority of Boulder City residents.

C7-3.6

In summary, if the Searchlight route is not a viable option, alternative D that bypasses the route south of town is the only other choice. The additional costs associated with this route would be more than offset by the continued serenity, prosperity and high quality family lifestyle enjoyed by those who live in Boulder City.

Thank you for your consideration in this matter.

Sincerely,



Michael W. Brueske

Response to Comment C7-3.6
Preference for and rationale in support of Alternative D noted.

DATA

P

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April 4, 2002

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Mr. Daryl James
NDOT Environmental
1263 South Stewart Street
Carson City, NV 89712

Re: Boulder City/U.S. 93 Corridor Study

Dear Mr. James:

Attached please find an article and an editorial from the April 4, 2002, edition of Boulder City News. We request that you include these articles in the public comments that you are compiling for this project.

Sincerely,


Joe Cain

Enclosures

HEAD OFFICE: 1100 BANK OF AMERICA PLAZA, 80 WEST LIBERTY STREET - RENO, NEVADA 89501
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HOOPER DANN AND LAKE MERRILL

BOULDER CITY NEWS

1410 Edition

2000 Cowardin Road, Loveland, CO 80538

Boulder City News, Box 826

Inclined coverage of Searchlight, Nelson and Cottonwood Cove

Thursday, April 4, 2002

Corridor study hearing takes place tonight

By John Stevens

Staff

Residents have heard about it for a couple of years now. Some of them may have remembered the time it lasted. Some residents even handed together in the hope of halting the eventual rezoning. And when it came to the Boulder City Corridor Study, almost every resident in town has an opinion on the project. Representatives from the Nevada Department of Transportation and CH2MHILL, the consulting firm that worked with the state on the corridor study, will get an earful of comments from Boulder City residents as the only public hearing on the draft Environmental Impact Statement for the project takes place this afternoon and evening.

Today's hearing takes place from 6:30 p.m. at the new EIR meeting at the Parks and Recreation Department office, 800 Arden St. Residents can ask questions of the hearing and expect responses will be on hand to take residents' comments.

It is set up like an open house, with information on the options being considered. The first EIR, drafted several months because of a Federal Highway Administration review, only outlines the four alternatives being considered. It does not list a preferred route for U.S. Highway 49, the Nevada Department of Transportation will determine the preferred alternative. Residents can ask questions of the hearing, but it is heading for a study.

The four alternatives being considered are:

- Alternative A leaves U.S. 89 as the backbone of growth in the Las Vegas and Phoenix metropolitan areas, officials do not consider this option viable. U.S. 89 is the main highway between the two cities.

See U.S. 89

U.S. 93

From Page 1

• Alternative B, which would widen U.S. 93 to six lanes, makes part of it a freeway with overpasses in the Hamsenway Valley, with other sections allowing business access.

• Alternative C would construct a four-lane freeway that would deviate some from the highway's current route. It would build a freeway along the base of the River Mountains and link up with the existing route in the Hamsenway Valley. This route would interfere with the proposed Boulder Ridge golf course and the city's proposed Bootleg Canyon Park and outdoor amphitheater.

• Alternative D is the route that has the greatest support. It would build a four-lane freeway, essentially a beltway, around the southern end of town. It would leave the current route just south of Railroad Pass, go south of the Mead Substation on the city's south end, and cut through the Eldorado Mountains before linking up with the current highway near the Hacienda Hotel and Casino. This option would cost \$125 million more than the other options, according to the study.

Alternative D is the route that seems to have drawn the

most local support. The Boulder City Bypass Coalition, a group of about 70 residents and business leaders, retained former U.S. Sen. Richard Bryan to lobby officials to build the route.

In a news release, coalition president Dr. Robert Marrell said Alternative D is the least disruptive to residents and would improve local quality of life.

The Boulder City Chamber of Commerce has also endorsed Alternative D after it sent a survey to all licensed local businesses last September. According to Boulder City Chamber of Commerce Executive Director Beth Walker, more than 70 percent of respondents favored the southern freeway.

In addition, in 1999, a referendum approved by 61 percent of voters endorsed the idea of a southern bypass.

The public comment period is open until May 15. Written comments can be submitted to Daryl James, NDOT Environmental, 1243 S. Stewart St., Carson City, NV 89715.

Comments can also be made through the study's website, bouldercitystudy.com. The draft EIS can also be viewed at the website or at Boulder City Hall.

**New MRI system
at hospital**

C8

Viewpoint

Boulder City News

 MIKE O'CALLAGHAN
 Publisher

 JOHN SANDERS
 Editor

 CAROLYN O'CALLAGHAN
 Co-Publisher

Page 6 Boulder City News

www.bouldercitynews.com

Thursday, April 6, 2006

NEWS VIEW

The future is at stake

A four-hour period tonight may ultimately determine the future of Boulder City.

Tonight's public hearing on the draft Environmental Impact Statement for the Boulder City Corridor

Study will be the only chance residents have to ask and scrutinize officials from the Nevada Department of Transportation and CH2M/Hill about the project. It is the only public hearing that will take place on this divisive issue.

In other words, if you favor or dislike a particular alignment, this is your only chance to let those who are working on the project about your feelings.

Already, the Boulder City Chamber of Commerce, the Boulder City Bypass Committee and this newspaper have endorsed the idea of a southern bypass, a halfway if you will, as the best way to deal with increased traffic going through town. If you need proof of the situation along U.S. Highway 93, try driving into or out of town during the daytime, or try and make a left turn into or coming out of a business along the road.

But there are those with differing views, and hopefully those people will come out to state their case. Some feel the southern route will devastate local businesses. Others don't want their view of the Eldorado Valley to include a freeway. And others still do not want a wider highway bisecting an area of expensive Lake Mead view homes.

And while U.S. 93 is part of the Panamax Highway, this project would be needed even if there were no talk of a freight corridor running through the western United States and into Mexico and Canada. As it stands, the issue of Mexican trucks on American highways has not been resolved.

Public feedback from tonight's meeting will help determine which of the four options being considered for a bypass route will ultimately be chosen. Boulder City's future is at stake, and it's imperative that as many residents as possible show up to have their say on this crucial project.

C8-2.26

Response to Comment C8-2.26
 Support for Alternative D and comment noted.

Handwritten initials

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April 8, 2002

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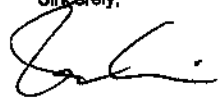
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Mr. Daryl James
NDOT Environmental
1263 South Stewart Street
Carson City, NV 89712

Re: Boulder City/U.S. 93 Corridor Study

Dear Mr. James:

Attached please find an article from the April 5, 2002, edition of the Las Vegas Sun. We request that you include this article in the public comments that you are compiling for this project.

Sincerely,

Joe Cain

Enclosure

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Las Vegas Sun

Metro

BOULDER CITY

Residents prefer highway bypass

By Jeffrey Libby
LAS VEGAS SUN

Boulder City residents still appear highly in favor of a \$340 million state highway that would reroute traffic along U.S. 93 around the south side of town.

On Thursday they met with Nevada Department of Transportation officials to review preliminary environmental impact assessments of four alternatives. One alternative is to do nothing; two 11-mile, \$226 million alternatives would send traffic through the small downtown; and a third 15-mile route would swing south of town.

The third alternative is by far the most costly, but it also moves Lake Mead National Recreation Area land and disturbs more animal habitat, including that of the desert tortoise and gila monster.

But it also has the support of most Boulder City residents.

"Our No. 1 priority should be the 15,000 residents," said Bob Draney, whose wife runs a downtown art and furniture store. "Not the businesses, not the desert tortoise and not the big-horn sheep."

Some residents are concerned that removing highway traffic would cause downtown businesses to suffer. About 7 million vehicles pass through the downtown area annually.

Four business people interviewed on Thursday said they supported the southern route for a variety of reasons.

Rod and Meg Ritz, owners of the Desert Villas, a 320-roomer padlock-hotel that faces Lake Mead, said that despite getting about 20 percent of their business from drive-by traffic, they want the vehicle exhaust and dust pollution diverted south of town.

Cobie Booth, a Realtor and home repair shop owner, said both of her businesses would benefit from a southern route that would take trucks and recreational vehicles out of the downtown area.

Dan Estes, a retired local school teacher and 37-year resident of the Hemenway Valley, said he would lose his view of Lake Mead and part of his patio if either of the cheaper options are chosen.

"If they build up the valley, it's over," he said. "They're gutting my patio. I'm shaking hands with the trucks."

NDOT will accept public comments through May 20 and make a final recommendation to the Federal Highway Administration in spring 2003.

NDOT has put aside \$40 million of its 2005-2010 funding for the Boulder City corridor project. State officials are also expecting part of \$25 to \$50 million from the department's \$300 million federal funding.

Mark Gerrity, a consultant, said he didn't say what NDOT built, so long as it was within the 16 inches of pavement from the highway. They don't as he

C9

C9-2.27

C10

C10-2.28

C11

C11-2.29

C12

C12-2.30

C13

C13-1.4

Response to Comment C9-2.27

Comment noted.

Response to Comment C10-2.28

Comment noted.

Response to Comment C11-2.29

Support for Alternative D and comment noted.

Response to Comment C12-2.30

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Alternatives B and C would result in unavoidable adverse impacts on views of Lake Mead from the Laguna Lane residences.

Response to Comment C13-1.4

Section 3.14 of the FEIS identifies the affected pedestrian and bicycle facilities and the problems associated with bike paths and lanes, and Section 4.14 discusses the impacts of each alternative.

The construction of the preferred alternative (Alternative D) will not impact the completion of the River Mountains Loop Trail, which has been designed as a continuous multi-use path from Henderson through the River Mountains and down the Hemenway Wash. Pedestrians, bicyclists, and equestrians will use the trail, and it will allow for access to Lake Mead and Hoover Dam.

C14

Thursday, December 9, 1999

LETTERS

The 'Fifth Alternative'

Editor:

Ask 10 people about the dam, bridge, bypass, traffic, etc and there will be 10 different answers. Internet could add a few thousand more. Hoover Dam is important to the nation as well as to the West and should receive the utmost consideration affecting safety. The last is the time when super explosives will steady for inside a couple of trucks or vans that are suddenly left along the dam-top roadway. If there were five trucks stalled in a special-lane, it would be impossible to remove them even if there were any remaining. Don't get the impression that a line of inner-city trucks would look suspicious; they could be varied, like a U-Haul, a moving van, a family car bus, a load of lumber, etc. And the best view of them could crash through the wall to topple the wall over the power turbines area below!

There was a public survey three years ago about 'Your alternative solution'. On record at that time, is Norm Greene's '5th Alternative'. The top of the dam should seem to be a park. It should be blocked off at both ends (concrete, low, barriers, block architecture) with special access gating for maintenance only. A visitors' day-view area would be a pleasure park, with covered seating and safe, easy access for picture-taking from over either wall at any time or any view desired along the park. It would be an invitation to the world to visit and have a pleasurable experience. It would nicely supplement the new, inviting, Visitors' Center.

Let's get a vote on the 'Fifth Alternative'. Let's not keep it a secret. It was submitted to Carson City on Sept. 6, 1996 following the Boulder City survey about 'Your alternative'.

NORM GREENE

This 'Fifth Alternative' should be recognized as a predominating addition to all of the efforts put forth in creating world interest for visitors to the Dam. The bridge to be constructed should be planned to remove all traffic from the top of the Dam. This planned recreation area provides a garden-type, homey atmosphere and a comfortable access area for photography.

C14-6.4

If the new bridge has to be unwisely erected within photo range, giving the whole scene a 'factory appearance', this garden-type view-park might help to try to preserve the simple beauty surrounding the Dam.

Route D had always been shown to connect directly to the new bridge, not to the 'old Snake Casino (Hacienda). Your mailer does not indicate why this original plan was changed. As shown in your mailer, all four 'recommended alternatives' looks like they were 'recommended' by the casino...

Norm Greene

Response to Comment C14-6.4

Comment noted. Alternative D would be designed to tie into the Hoover Dam Bypass alignment. This interchange configuration has been determined by the Hoover Dam Bypass Project and can be reviewed in the Boulder City/U.S. 93 Corridor Preliminary Engineering Report Preferred Alternative (Alternative D Southern Bypass), November 2002.

04/24/02 10:06 FAX 7023691107

CHEM HILL

014/034

4/15

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April 12, 2002

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Mr. Daryl James
NDOT Environmental
1263 South Stewart Street
Carson City, NV 89712

Re: Boulder City/U.S. 93 Corridor Study

Dear Mr. James:

Enclosed please find an article and four letters to the editor that appeared in the April 11, 2002, edition of the Boulder City News. We request that you include these in the public comments that you are compiling for this project.

Sincerely,

J. G.
Joe Cain

Enclosures

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Home of Hoover Dam and Lake Mead

BOULDER CITY NEWS

Includes coverage of Starlight, Nelson and Cottonwood Caves

96th Year - 1986 Edition THE COMMUNITY'S NEWSPAPER Boulder, CO, News 699 Thursday, April 11, 2002

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By appointment of Dr. ...

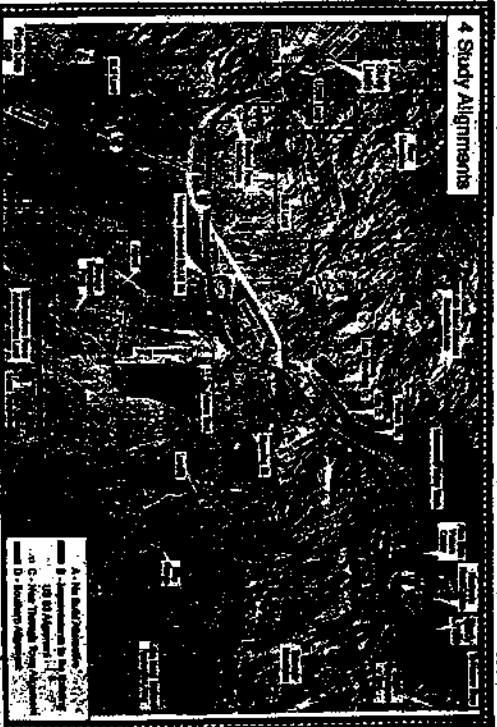
Residents lean toward Route D at forum

By John Anderson

People here all walked ...

Behind to photograph ...

See U.S. 89 Page 2



4 Study Alignments

Guinn

Page 2 Boulder City News Thursday, April 11, 2002

U.S. 93

From Page 1

at International patients only. Listing a variety of issues related to the study, such as noise, traffic, future transit, pedestrian, and disabled access, as to where each route would travel. Staff from CH2MHill, the firm that has the design contract, said that the working draft was on hand for public review.

Four options are currently being considered to deal with traffic volume, that are expected to double in volume of cars within 25 years, according to NIDOT and CH2MHill.

Boulder Dean Grady Utson, Mayor Bill Dennison and Mike Lamb of CH2MHill, the project architect, said that he is looking for a route that would use U.S. Highway 93 south through LaSalle, Inc., a Boulder City/Deer Creek area, and currently using that route to reach Adams.

C15

and have done so since Hoover Dam was closed to Everglades after last year's hurricane strikes. The route, however, is still considered by officials to be a viable long-term solution. U.S. 93 runs through the city.

Romano Roy also said that he is looking for a route that would be a "win-win" for the city and the state. He said that he is looking for a route that would be a "win-win" for the city and the state.

C17-4.6

One Man's View

From Page 1

dominated, widespread leadership and mutual respect to make the project work. The opportunity for the city to have a say in the way the project is managed will provide an excellent model for the city to follow by design and operation. It takes money and

If any person has the experience, energy and leadership qualities to succeed, the regrets have followed those men.

C18

the bypass. Local real estate agent Chad Blair also said that he is looking for a route that would be a "win-win" for the city and the state.

Blair said that he is looking for a route that would be a "win-win" for the city and the state.

C18

ment wants it to go. They're worried for the future. They're worried for the future. They're worried for the future.

They're worried for the future. They're worried for the future. They're worried for the future.

C18

sonal matter is best left to the state or local government. It's not the city's business. It's not the city's business.

It's not the city's business. It's not the city's business. It's not the city's business.

Violinist and singer to perform at his

Killian Adelphi, violinist, Boulder, Colo., will perform at his concert at the Boulder City Library on Thursday, April 11, 2002. The concert will feature a variety of classical music.

The concert will feature a variety of classical music. The concert will feature a variety of classical music.

Boulder City News

John Peter Zander 1974 event a...
TIM O'CALLAGHAN, Public...
COLLEEN O'CALLAGHAN-MEIER...
KEITH FOUZ, Councilman...
JOHN SANTANA, Editor

Your Views

Letters to the editor are typed pages double spaced, must include address and phone for verification. We manage your letters to businesses or letters addressing local issues. Send them to: Editor, Boulder City News, 80000, or e-mail: bcnnews@boulderco.gov

Thursday, April 11, 2002

www.bouldercitynews.com

Boulder CO

LETTERS

C19

Route D would not be bad for business

Editor:

The letter in last week's edition predicting doom and gloom for Boulder City businesses if route "D" were selected as the new route for U.S. Highway 93 was misleading and took numerous items in the draft Environmental Impact Statement out of context. A complete reading of the entire DEIS would reveal that long-term negative impacts of the southern bypass are extremely unlikely.

Last week's letter neglected to mention the statements in the DEIS that all routes would have some negative impacts on businesses; that long-term negative economic impacts are unlikely; that decreased congestion as a result of route D may result in increased local patronage of businesses; and that route D would reduce delay times and provide overall circulation benefits to Boulder City. I would like to repeat all routes would have some negative impact on businesses in Boulder City.

As business owners, we do not believe Boulder City would suffer a measurable economic downturn as a result of route D. Fortunately, the vast majority of Boulder City business owners already recognize this. The Boulder City Chamber of Commerce conducted a survey showing more than three-quarters of business owners support the southern bypass. Boulder City is not what you would call a typical "highway town" dependent on pass-through traffic. As a bedroom community to the Las Vegas area, which will continue to grow, we are not a town whose economic health is dependent on those who stop here to buy gas. Lake Mead would not move if the truck bypass were built. Hoover Dam would not move if the southern bypass were built.

Most people who visit and spend money here will continue to visit if route D is built. Our visitors come to Boulder City because of the magnificent Hoover Dam, the beautiful Lake Mead National Recreation Area, and clean, green Boulder City. The type of visitors we want in our city would appreciate this environment instead of the highway town ambiance that exists in places where a major highway splits through the core of a small town.

Since visitors will enjoy it here more as a result of less traffic, trucks, noise and pollution, the southern bypass would be good for business in the long run. We all need to consider what we want our town to look like in 10, 15 or even 20 years. If alternative D becomes the new route, the core of our city will forever be preserved as the quiet green place we all know and love. If another route is chosen, be prepared to watch a growing number of trucks pass through each year, bringing noise, pollution, congestion, and God forbid, a hazardous spill. The choice is profoundly clear.

ROD AND MEG FAIR
Owners, Lake Mead Cruises

Chamber endorses D

Editor:

The Boulder City Chamber of Commerce has completed an independent survey concerning the U.S. 93/Boulder City Corridor. The survey was conducted from a list of licenses provided by the city of all Boulder city businesses.

Questions asked the Boulder City business community: 1) If they had received enough valid information from the chamber, the city and other informational organizations to make an informed decision; 2) How it would affect them as a business as well as residents; 3) And finally, which route they preferred.

Seventy-six percent of respondents felt they were well informed and strongly supported Route D, the southern route traveling south of town.

The growth and tourist attractions of Las Vegas, the Lake Mead National Recreation Area and our historic community continue to dominate our city's traffic concerns. We would like to join with the city in helping to solve these issues by supporting Route D.

BOULDER CITY, CHAMBER OF COMMERCE BOARD OF DIRECTORS

C19-4.8

C19-4.9

Response to Comment C19-4.8

Economic impacts to businesses are discussed in Section 4.11 of the FEIS. Preference for Alternative D noted.

Response to Comment C19-4.9

Comment and preference for Alternative D noted.

04/24/02 16:08 FAX 7023691107

CH2M HILL

0216/034

C20

Route D: the way to go

Editor:

The decision the Nevada Department of Transportation and the Federal Highway Administration will make in the coming months is whether to build a highway through the middle of Boulder City, or build one that goes around the city, far from all Boulder City residents.

The choice has always been clear to me: Why subject ourselves and our families to trucks, noise, pollution and congestion, when we have an opportunity to free ourselves of all these problems by building a southern bypass? When NDOT first began investigating all these problems by building a southern bypass, it was one of the best things that could have ever happened to our city. The bypass provides us with a permanent solution to growing concerns about the impacts of traffic and safety threatening our town. The release of NDOT's Draft Environmental Impact Statement merely confirmed my strong support of route D.

C20-2.31

While route D has some adverse impacts on the environment, so do all of the other routes and alternatives. D's impacts appear to be less significant than the others. In fact, this was the conclusion of NDOT's project management team. The draft statement shows the management team ranked the southern bypass as the most environmentally desirable of the possible routes after evaluating 30 different environmental criteria.

The two routes that were combined to make route D were ranked second and third among 16 routes initially considered, while routes B and C were ranked much further down at 10 and 9 respectively. The route that was ranked No. 1 was eliminated because of objections from the National Park Service. This is the objective evidence that of the routes under consideration, D has the least adverse impacts on our environment.

C20-2.32

Route D has more environmental appeal than the other routes when it comes to noise, dust, inconvenience during construction, impacts on recreation lands and safety issues, to name a few. In addition, Boulder City residents have worked hard to create and maintain an environment that is unique in southern Nevada. How many other towns have restricted growth, or created signs that say welcome to our clean, quiet and safe town?

It is clear that Route D best serves these objectives of preserving our environment and quality of life. Although the decision on the preferred route may take a few months to make, Boulder City residents must speak now. The public comment period ends May 10 and the decision will then be in the hands of the Project Management Team.

Large all citizens to put their comments on record in support of Route D.

DARRYL MARTIN

C21

Lobby for the best route

Editor:

We feel compelled to respond to a letter run in last week's edition regarding the Nevada Department of Transportation, Draft Environmental Impact Statement ("DEIS") for the Boulder City/U.S. 93 Corridor Study.

C21-2.33

Many of the points made in the letter were taken completely out of context and misrepresented the overall conclusions in the document. Anyone who has read the document recognizes that the southern bypass would preserve Boulder City's environment much more than any other of the routes. In fact, when the Project Management Team ranked all the potential routes for U.S. 93 in terms of environmental desirability, the southern bypass route was ranked much higher than the other routes under consideration (see page 2-31 of the document). As a result, last week's letter was just plain erroneous and misleading.

C-21-2.34

In addition, it is unfortunate that the writer wishes to characterize the towns as one where a select group of people wish to get the highway "out of their backyards." Support for alternative D has been overwhelming throughout the community. Route D would get the highway and all of its noise, trucks and pollution out of all of our backyards by moving the highway far from all developed areas of the city.

While it is true that noise levels may increase in some desert areas, the DEIS states clearly that noise levels throughout all developed areas of Boulder City would decrease with Route D. Thus, Route D is the only route that would actually improve the quality of life for all residents.

As the writer of last week's letter noted, Route D will cost more. NDOT, however, has repeated on numerous occasions in public that cost is not a factor that is being looked at right now. NDOT rightly recognizes that the most important step currently is to identify the best route for Boulder City.

Do we really want to squabble about costs when a through town road will forever erode Boulder City's quality of life for generations to come? We owe it to our town to advocate the best route, not the cheapest, for Boulder City.

CHUCK AND LINDA LEE PETERSON

Response to Comment C20-2.31

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Section 2.4 of the FEIS describes the screening process of the initial alternatives. The PMT developed evaluation criteria taking into consideration the issues and concerns of Boulder City residents. Four alternatives (three build and one no build) were selected for further evaluation. The two initial alternatives that were combined to form Alternative D were ranked 2 and 3 based on the screening process and six criteria (FEIS Table 2-1).

Response to Comment C20-2.32

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C21-2.33

Support for Alternative D and comment noted.

Response to Comment C21-2.34

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C22

Koos, Elizabeth/SCO

Subject: FW: Proposed route South of Boulder City

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 6:17 AM
To: Lasko, Michael/LAS
Subject: FW: Proposed route South of Boulder City

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: DarvaDee@aol.com [mailto:DarvaDee@aol.com]
Sent: Thursday, May 09, 2002 10:18 PM
To: rawlins@dot.state.nv.us
Subject: Proposed route South of Boulder City

There are many reasons to improve the route north of Boulder City, and many more reasons to not add a route south of Boulder City. As a resident of Boulder City, I feel very strongly that the southern route would cause irreparable damage both to the desert and to our city, as well as not being as effective for travelers as a northern route would be. Conversely, a northern route would be advantageous to travelers (the drive is more pleasant, with views of Lake Mead instead of views of the landfill, and there is less danger from white outs), and would also provide advantages to Boulder City businesses. The last thing Boulder City residents want is a freeway south of town. A northern route, however, is desirable on many levels.

I hope you will be careful in your deliberations. It is clear to me that the advantages of the northern route and the disadvantages of the southern route

combine to make this an easy decision. Please be wise.
Thank you,
Darva Campbell
Boulder City, Nevada

C22-2.35

Response to Comment C22-2.35

Opposition to Alternative D noted. See Section 2.6 in Volume I of the FEIS for discussion of the process and justification for the Alternative D selection.

C23

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:35 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:50 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93

-----Original Message-----

From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 10, 2002 10:45 AM
To: Lasko, Michael/LAS
Subject: FW: US/93

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: XtinaCasey@aol.com [mailto:XtinaCasey@aol.com]
Sent: Friday, May 10, 2002 10:42 AM
To: srawlins@dot.state.nv.us
Subject: US/93

Alternative C will make it easier to get on and off the freeway. I am in favor of Alternative C.

C23-1.5

I am opposed to Alternative D as it will make it more difficult to go out into the desert.

C23-1.6

Christina Casey
708 Fifth Street
Boulder City, NV
89005

05/10/2002

Response to Comment C23-1.5
Preference for Alternative C noted.

Response to Comment C23-1.6
Opposition to Alternative D noted. Access to existing uses such as the landfill, rifle and pistol range, transmission line service roads, and LMNRA lands would be maintained upon construction of Alternative D, the preferred alternative.

Page 1 of 1

C24

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:36 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:50 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 10:46 AM
To: Lasko, Michael/LAS
Subject: FW: US/93

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: XtinaCasey@aol.com [mailto:XtinaCasey@aol.com]
Sent: Friday, May 10, 2002 10:42 AM
To: rawlins@dot.state.nv.us
Subject: US/93

I am opposed to Alternative D because it will ruin the view. When you drive over the pass Boulder City sits as an oasis. To put in the new bypass would destroy that sense of escape. It would be ugly. | C24-2.36

I am in favor of Alternative C because it will use an existing road, rather than making alterations to the landscape. | C24-2.37

Christina Casey
 708 Fifth Street
 Boulder City, NV
 89005

05/10/2002

Response to Comment C24-2.36

Opposition to Alternative D noted. See Section 2.6 in Volume I of the FEIS for discussion of the process and justification for the Alternative D selection.

Response to Comment C24-2.37

Preference for Alternative C noted.

C25

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:41 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:49 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 10, 2002 10:46 AM
To: Lasko, Michael/LAS
Subject: FW: US/93

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1283 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: XtinaCasey@aol.com [mailto:XtinaCasey@aol.com]
Sent: Friday, May 10, 2002 10:42 AM
To: scrawlins@dot.state.nv.us
Subject: US/93

I am opposed to Alternative D because it will have negative effects on the desert. It is beautiful land out there and it shouldn't be destroyed for a road when there are other alternatives. | C25-2.38

Alternative C will cost less. I am in favor of Alternative C. | C25-3.7

Christina Casey
708 Fifth Street
Boulder City, NV
89005

05/10/2002

Response to Comment C25-2.38
Opposition to Alternative D noted.

Response to Comment C25-3.7
Preference for Alternative C noted.

Page 1 of 1

C26

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:42 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:49 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 10:47 AM
To: Lasko, Michael/LAS
Subject: FW: US/93

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: XtinaCasey@aol.com [mailto:XtinaCasey@aol.com]
Sent: Friday, May 10, 2002 10:42 AM
To: rawlins@dot.state.nv.us
Subject: US/93

I am opposed to Alternative D because it will go through a tortoise reserve.

C26-2.39

I am in favor of Alternative C because it will preserve my access to the desert.

C26-1.7

Christina Casey
 708 Fifth Street
 Boulder City, NV
 89005

05/10/2002

Response to Comment C26-2.39

The boundary of the Paiute-Eldorado Tortoise Management Area is approximately 18 miles south of the Alternative D corridor alignment. Opposition to Alternative D noted. See Section 2.6 in Volume I of the FEIS for discussion of the process and justification for the Alternative D selection.

Response to Comment C26-1.7

Preference for Alternative C noted.

C27

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:42 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:48 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 10:47 AM
To: Lasko, Michael/LAS
Subject: FW: US/93

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: XtinaCasey@aol.com [mailto:XtinaCasey@aol.com]
Sent: Friday, May 10, 2002 10:42 AM
To: rawlins@dot.state.nv.us
Subject: US/93

I am opposed to Alternative D because it will cost more money.

Alternative C has my favor as it will be more encouraging for travelers to shop at Boulder City stores. I am in favor of Alternative C.

Christina Casey
708 Fifth Street
Boulder City, NV
89005

C27-3.8

C27-4.5

Response to Comment C27-3.8

Opposition to Alternative D noted. See Section 2.6 in Volume I of the FEIS for discussion of the process and justification for the Alternative D selection.

Response to Comment C27-4.5

Preference for Alternative C noted.

C28

FW DUNG DEAL.TXT

From: Lasko, Michael/LAS
 Sent: May 10, 2002 7:29 AM
 To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
 Subject: FW: DUNG DEAL?

-----Original Message-----
 From: Ray Collins [mailto:ramoncollins@lvcn.com]
 Sent: May 09, 2002 12:28 PM
 To: Lasko, Michael/LAS
 Subject: DUNG DEAL?

The word is NDOT is being barraged by letters supporting Alternative D from Hemenway valley -- in some cases 4 or 5 responses from the same source. As long as the letter has a slightly different comment, it must be counted. Ex-Senator Bryan has plenty of back room experience in Wash, D.C. and is now taking home a hefty bag of money by showing his Hemenway hot tub millionaire buddies how hardball is played. Ain't he cute?

The following is a memo from Lindy Casey, native Old Town citizen and webmaster of Boulder City Online. Please heed her message and get off yer rusty-dusty and contact Scott Rawlins--
 mailto:srawlins@dot.state.nv
 at NDOT before the sun goes down on Friday.

Remember, we live in BC, too, and Old Town was here first . . .

Time is running out. Without everyone giving an opinion to the Nevada Department of Transportation (NDOT) before May 10, 2002 at 5 p.m., we will have a southern bypass (Alternative D), based on the desires of the people in Hemenway Valley.

The Southern Bypass (Alternative D) is NOT a route through Laughlin. It is a freeway that wraps around Boulder City to the south of town coming within one mile of populated areas of our community and cutting off or restricting our access to the desert.

C28-1.8

It is important that you express your opinion in your own words and terms. Do not forward this letter or copy it to NDOT - it won't count if you do. You must write an original letter expressing your personal opinion. You may forward or copy this letter to pass on this information to other interested people.

For research purposes:
<http://www.bouldercitystudy.com>
<http://www.bouldercity.com/cgi-bin/ikonboard/topic.cgi?forum=18&topic=3>

And then email the letter to: srawlins@dot.state.nv.us BEFORE 5 PM FRIDAY! (May 10, 2002 5:00 p.m. Pacific daylight savings time)

I recommend including your full name and address. If you don't live in
 Page 1

Response to Comment C28-1.8

Access to existing uses such as the landfill, rifle and pistol range, transmission line service roads, and LMNRA lands would be maintained upon construction of Alternative D, the preferred alternative.

PW DUNG DEAL.txt

Boulder City you might mention that you travel through frequently, have family here, recreate here or whatever your interest is in the town.

If you are concerned that your letter may not be counted, please feel free to cc it to admin@bouldercity.com or any other trustworthy person you can think of.

I am personally opposed to South Corridor (Alternative D). It is the most expensive and affects pristine desert, a National Park, sacred Native American ground and historical sites. I believe that using the Boulder City bypass (Alternative C) is the preferred option since it will upgrade the existing highway including frontage roads, on-ramps and off-ramps where needed.

C28-2.40

Thank you for your time and energy spent on this matter.

Lindy Casey
Boulder City Online
<http://www.bouldercity.com>

Page 2

Response to Comment C28-2.40

Preference for Alternative C and opposition to Alternative D noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

Page 1 of 1

C29

Koos, Elizabeth/SCO

From: Shoemaker, Patricia/SCO
Sent: May 10, 2002 12:19 PM
To: Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:54 AM
To: Wiltie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 10, 2002 8:37 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Lindy1@aol.com [mailto:Lindy1@aol.com]
Sent: Friday, May 10, 2002 8:26 AM
To: scrawlins@dot.state.nv.us
Cc: Admin@boulder-city.com
Subject: US/93 Bypass

I am opposed to Alternative D because it goes through Lake Mead National Recreation Area which has been preserved from development by a congressional order. C29-2.41

I am in favor of Alternative C because it will still encourage visitors to enter Boulder City via off-ramp. C29-4.10

Lindy Casey
 664 Avenue H
 Boulder City, NV

Response to Comment C29-2.41

Opposition to Alternative D noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

Response to Comment C29-4.10

Preference for Alternative C noted.

C30

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:24 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:54 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 10, 2002 8:38 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Lindy1@aol.com [mailto:Lindy1@aol.com]
Sent: Friday, May 10, 2002 8:26 AM
To: scrawlins@dot.state.nv.us
Cc: Admin@bouldercity.com
Subject: US/93 Bypass

I am in favor of Alternative C because it includes a frontage road and ramps. | C30-1.9

I am opposed to Alternative D because it will restrict access to the desert. | C30-1.10

Lindy Casey
864 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C30-1.9
Preference for Alternative C noted.

Response to Comment C30-1.10
Opposition to Alternative D noted. Refer to response to
Comment C28-1.8.

C31

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:24 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: U/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:54 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: U/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 8:38 AM
To: Lasko, Michael/LAS
Subject: FW: U/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Lindy1@aol.com [mailto:Lindy1@aol.com]
Sent: Friday, May 10, 2002 8:27 AM
To: rawlins@dot.state.nv.us
Cc: Admin@bouldercty.com
Subject: U/93 Bypass

I am opposed to Alternative D because it will affect pristine desert, historical sites and a view that is priceless. The only people at the meeting in BC that were in favor of it were real estate agents (keeping the land in Hemenway worth a lot of money?) and people who lived in Hemenway. Also, I think any time a city government lobbies (using an ex senator) for anything they must be up to secret plans.

C31-2.42

I am in favor of Alternative C because it keeps the bypass in the area of the current bypass.

C31-1.11

Lindy Casey
664 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C31-2.42
Opposition to Alternative D noted.

Response to Comment C31-1.11
Preference for Alternative C noted.

C32

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:25 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:53 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 8:39 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Lindy1@aol.com [mailto:Lindy1@aol.com]
Sent: Friday, May 10, 2002 8:26 AM
To: rawlins@dot.state.nv.us
Cc: Admin@boulder-city.com
Subject: US/93 Bypass

I am in favor of Alternative C because it is less expensive.
I am opposed to Alternative D because it is most expensive.

C32-3.9

Lindy Casey
664 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C32-3.9
Preference for Alternative C noted. Opposition to Alternative D noted.

C33

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:25 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:53 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 10, 2002 8:39 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Lindy1@aol.com [mailto:Lindy1@aol.com]
Sent: Friday, May 10, 2002 8:26 AM
To: scrawlins@dot.state.nv.us
Cc: Admin@bouldercity.com
Subject: US/93 Bypass

I am opposed to Alternative D. It will affect our view of Hemenway Valley.

C33-2.43

I am in favor of Alternative C because it will assist in controlling traffic that does enter Boulder City and then continues on to the lake or the dam.

C33-1.12

Lindy Casey
664 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C33-2.43
Opposition to Alternative D noted.

Response to Comment C33-1.12
Preference for Alternative C noted.

Page 1 of 1

C34

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 05, 2002 2:29 PM
To: 'Jane Cheek'
Cc: 'srawlins@dot.state.nv.us'
Subject: RE: BC/US93 Corridor Study

Hi Jane,

Thank you for your feedback. We will include your comments into the public record for the project and it will be reviewed by the Project Management Team.

Public Input in the environmental process is vital to the overall review and screening of alternatives.

Best regards,

*Michael S. Lasko, P.E.
 2000 East Flamingo Rd, Suite A
 Las Vegas, NV 89119
 (702) 369-6904 ext. 217
 Fax No. (702) 369-1107
 mlasko@ch2m.com*

-----Original Message-----

From: Jane Cheek [mailto:jcheek@gtcinternet.com]
Sent: April 05, 2002 1:55 PM
To: Lasko, Michael/LAS
Subject: BC/US93 Corridor Study

C34-1.13 D or Southern Alignment is the only route that will not cut Boulder City in half. It would provide a better corridor for existing & future demands along Hwy. 93. It will reduce traffic problems in Boulder City and make it much safer. We have a rental on BIRCH St, w/ one way alley next to old LA Dept. of Water & Power Bldg. When I came down Nev. Hwy & passed the signal at Buchanan, cars were backed up from there to the stop sign at Wyoming. How is my new rental from NJ going to like that? Creeping along to get to his alley & traffic will only get worse.

C34-2.44 What about those people that built those big expensive homes for a view of the lake? Their views may be gone, with A-B and/or C. Not only that, the noise & pollution would be unbearable, especially when the trucks are allowed back! If I'd put up that kind of money & had to sell at a lower price, think I'd think about suing the City of BC, Clark Co. & State of Nevada for false advertising & misrepresentation.

I hope this isn't a "Done Deal" like I feel the bridge over the river at Hoover Dam was. I lived on Federal Property at Katherine's Cabinsite & know how the government goes about getting what it wants!

Sincerely,

Jane Cheek

04/15/2002

Response to Comment C34-1.13

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Traffic modeling indicates that Alternative D would reduce traffic on existing U.S. 93 through Boulder City by diverting a percentage of through-traffic onto the southern bypass.

Response to Comment C34-2.44

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Section 4.10 of the FEIS describes the unavoidable adverse impacts on views of Lake Mead from Laguna Lane residences, as a result of Alternatives B and C.

The Hoover Dam Bypass is a separate project. All alternatives for that project were evaluated equally prior to selecting the Sugarloaf Mountain as the preferred alternative. The Hoover Dam Bypass EIS began in the early 1970s; the FEIS for this project was completed and released in February 2001 and the ROD was signed in March 2001.

C35

P

Nick Christensen
5315 Winston Drive
Spring Valley, Nevada 89103
<http://nickmojave.com>

March 18, 2002

Mr. Daryl James
NDOT Environmental
1263 South Stewart Street
Carson City, Nevada 89712

Dear Sir:

C35-1.14 I am writing in reference to the Draft Environmental Impact Statement released in March 2002 about the Boulder City Corridor study. I am writing to express my strong support for Alternative C, as listed in section 2.7 of the DEIS.

US 93 is an increasingly important corridor for transportation in the western states, and arguably is the most important stretch of road west of the Rockies that is not currently Interstate status. It connects two of the three fastest growing large metropolitan areas in America - Phoenix and Las Vegas - and is part of the CANAMEX trade corridor that will continue to grow in importance as time goes on. It is also part of an unofficial trade corridor between Phoenix and Salt Lake City for traffic that doesn't want to traverse the barren hinterland of US 89.

Currently, the Arizona Department of Transportation is working to make US 93 a divided highway between I-40 and the outer limits of urban Phoenix, and I'm sure there are plans in the works (unofficially, if not officially) to improve the 93/40 interchange in Kingman. This leaves only the Boulder City stretch as the last segment of undivided road along the entire corridor. This must change.

C35-1.14 Alternative A is simply unacceptable, as stated clearly by LOS statistics and projections in table 1-2B. Alternative B is simply an upgraded version of Alternative A, not doing anything to solve the problem of putting traffic from an important regional highway on suburban surface streets. Alternative D disrupts far too much untouched environment, and has unreasonable grades through the Black Mountains south of the Hacienda Hotel. Therefore, this leaves Alternative C, which not only improves the roadway to a road capable of handling regional traffic, but does not significantly degrade the quality of living that residents of Boulder City have come to love and expect.

C35-3.10 Growth along the corridor must be planned for. This is the one concern I have with Alternative C. The viaduct through northern Hemenway Valley over existing US 93 near Canyon Road should be wide enough to allow for expansion of the freeway to six lanes, if necessary. The growth of bedroom communities outside Las Vegas such as Mesquite and Pahrump have proven that in the future, the need may be present for urban roads, even through rural areas. The bypass should be built with the idea that it's possible, even if unlikely, that the US 93 corridor through Mohave County will experience growth similar to what Mesquite and Pahrump have seen and may become an extension of urban Las Vegas once the Hoover Dam Bypass is complete. Also, I feel that the planned 93/95 split is under planned. As NDOT currently plans to widen US 95 to a four lane divided highway, I think it would be reasonable to prepare for smoother movements

C35-3.11 between the two roads, especially the southbound to southbound and northbound to northbound movements.

Response to Comment C35-1.14

Chapter 1 of the FEIS discusses the importance of U.S. 93, and a purpose of the project is stated as "improving system linkage on U.S. 93 and maintaining route continuity."

Alternative B was developed to maintain the existing U.S. 93 corridor and improve conditions to accommodate future traffic demands. Highway traffic would remain on U.S. 93 through the commercial corridor of Boulder City and through Hemenway Wash. Traffic would not be directed onto suburban surface streets, but it would remain on the existing designated highway.

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. The FEIS identifies the impacts of Alternative D on the existing environment in the land use, biological, cultural, and water-related sections of Chapter 4. The Alternative D alignment is routed through the Eldorado Mountains, and would contain 4,200 meters (m) of steep, but acceptable, and safe grades (6.0 percent). Pursuant to AASHTO guidelines. Alternative C would contain 1,500 m of its steepest grade (5.7 percent). The Preliminary Engineering Report indicates that Alternative C provides acceptable LOS for all critical intersections, interchanges, and links.

Response to Comment C35-3.10

The conceptual plan for each build alternative, including Alternative C, considers existing and predicted traffic through 2027. Each alternative identifies the number of lanes, interchanges, and other design features that would be necessary to accommodate predicted traffic.

Response to Comment C35-3.11

The conceptual plan for each build alternative includes eastbound and westbound U.S. 93/95 interchange ramps, which are predicted to operate at LOS C or better through 2027 (Preliminary Engineering Report, 2002). The actual design of the interchange would only be decided after a ROD on a build alternative is provided by FHWA.

C35-3.12 In my opinion, this project should include extending Interstate 515 to at least the 93/95 split (as identified in Table 2-4 Feature 2), and widening the road to six lanes to that split. At the 93/95 split, the third lane southbound should exit to US 95, and the third lane northbound should come from US 95. The second lane of the northbound to northbound ramp should either merge with the through lanes of northbound I-515, or serve as an auxiliary lane until the Railroad Pass exit. (See figure 1 at end of letter).

C35-1.15 Lastly, I suggest that AASHTO be consulted as part of this project to ensure that it is built to Interstate standards. While ADOT has made it quite clear that they have no intention of upgrading US 93 to an Interstate Highway, we in Nevada should at least do our part to make sure the work is done should the day come when the Phoenix-Las Vegas corridor is upgraded to Interstate status, and at least work to extend Interstate 515 into Arizona so that some of the work is done. Phoenix is an underrepresented market in Las Vegas tourism, and a great deal of that stems from the difficulty of getting here by car despite the fact that Phoenix is closer to Las Vegas than most of the Los Angeles area. The Interstate shield is a symbol to motorists that the road they may or may not take is safe, fast, and easy.

C35-2.45 Aside from those concerns, I see this project as a brilliant work on the part of CH2MHill and NDOT. It addresses all concerns on the part of the community, businesses, and the traveling public. And it is quite clear to me that Alternative C serves not only the interests of the Boulder City community, but of the regional transportation network in general.



Nick Christensen

P.S. - If possible, I would like to receive a hard copy of the FEIS and ROD when they are released.

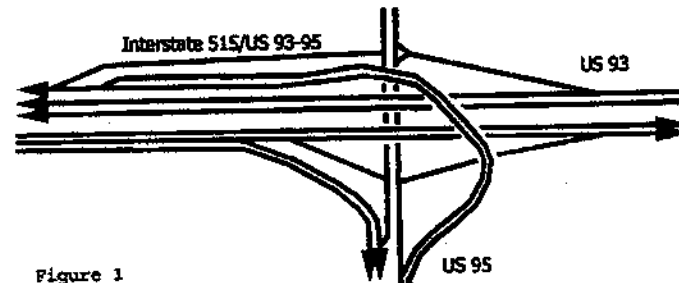


Figure 1

Response to Comment C35-3.12

The description of the project limits and features is consistent with the NDOT long-range Statewide Transportation Improvement Program. Also, the conceptual plan for each alternative is consistent with NDOT and AASHTO design standards. It is also listed as a purpose in the Purpose and Need chapter (FEIS Chapter 1) to extend "freeway status to the U.S. 93/95 interchange."

Response to Comment C35-1.15

The conceptual plan for each build alternative is consistent with AASHTO standards. However, it is the intention of NDOT (as described in the Purpose and Need, FEIS Chapter 1) to only extend I-515 to the U.S. 93/95 interchange west of Boulder City.

Response to Comment C35-2.45

Support for Alternative C and comments noted.

C36

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 01, 2002 7:59 AM
To: Wittle, Jean/LAS
Subject: FW: Boulder City - Route 93

For the Admin Record (FTAR)

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 01, 2002 7:07 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder City - Route 93

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: CURTIS F CLARK [mailto:curtisclark@prodlgy.net]
Sent: Saturday, March 30, 2002 4:33 PM
To: scrawlins@dot.state.nv.us
Subject: Boulder City - Route 93

I am opposed to the Alternative D.
 This route is almost entirely on undeveloped land inside the city limits. There is no way the cheapies at NDOT will adequately compensate Boulder City for the taking. The city land outside the freeway will be cut off and unavailable for future development.

C36-2.46

This is a Federal highway, let the Feds (BLM) provide the required land.

I would support a combination of Alternatives B & C.
 Nevada Highway 3 lanes southbound and 1 lane (local business) northbound. Industrial Road 3 lanes northbound and 1 lane (local business) southbound. The land is already dedicated to highway usage, the intersections are in place and need only to be upgraded. Widen Hemingway Hill (US 93) to 4 lanes plus frontage roads and the job is done at minimum time and expense.
 There is no reason to build an flyover interchange at US95 & US 93. Traffic volume will significantly decrease when the restrictions over Hoover Dam are lifted.

C36-3.13

04/15/2002

Response to Comment C36-2.46

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Any land or property acquired for highway right-of-way would be per the Uniform Relocation and Real Property Acquisition Act of 1970. BLM is a member agency of the PMT for the project. NDOT and FHWA will coordinate with BLM once the design details of the project are determined and if/when land will be required from the BLM jurisdiction.

Response to Comment C36-3.13

FEIS Section 2.4 notes that the evaluation of 40 initial alternatives produced 16 potential alignments. These potential alignments were evaluated in the screening process described in FEIS Section 2.4. The screening process culminated in the detailed evaluation of four alternatives in the FEIS.

This combination of Alternatives B and C does not address the safety and accessibility considerations along existing U.S. 93. Furthermore, noise, air quality, and construction impacts would be increased along existing U.S. 93.

Additionally, the three southbound/one northbound lane section along U.S. 93 would make access to businesses along U.S. 93 (especially on the north side) very difficult - far worse than it is today.

The Preliminary Engineering Report for the project identifies the improvements necessary to achieve an acceptable LOS (D or better) under each build alternative.

C37

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 13, 2002 10:14 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: Boulder City Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 13, 2002 8:32 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: Boulder City Bypass

-----Original Message-----

From: Rawlins, Scott (mailto:scrawlins@dot.state.nv.us)
Sent: May 13, 2002 5:32 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder City Bypass

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Ray Collins (mailto:ramoncollins@lvcn.com)
Sent: Friday, May 10, 2002 6:04 PM
To: scrawlins@dot.state.nv.us
Subject: Boulder City Bypass

I favor route A. I think the Hoover Dam bridge is a waste of taxpayer's money that defaces the setting of one of the wonders of the modern world and puts the waters of Lake Mohave at risk. I don't know how you will clean up a spill off that bridge. You have given Boulder City three bad choices when the route to Laughlin is working and can be improved at a fraction of the cost of the Hoover Dam Bridge and the Boulder City Bypass.

Route D is totally unacceptable, the cost, going through Park land and virgin desert, destroying our air quality (the prevailing winds are from the southwest.)

Nicola Collins

C37-5.2

C37-6.7

C37-2.47

Response to Comment C37-5.2
 Preference for Alternative A noted.

Response to Comment C37-6.7
 Comment noted.

Response to Comment C37-2.47
 Opposition to Alternative D noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D.

C38

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 10:11 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: Scott Rawlins:

-----Original Message-----
From: Lasko, Michael/LAS
Sent: May 09, 2002 8:25 AM
To: Wittie, Jean/LAS
Subject: FW: Scott Rawlins:

-----Original Message-----
From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 09, 2002 6:55 AM
To: Lasko, Michael/LAS
Subject: FW: Scott Rawlins:

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: Ray Collins [mailto:ramoncollins@lvcn.com]
Sent: Sunday, May 05, 2002 4:09 PM
To: srawlins@dot.state.nv.us
Subject: Scott Rawlins:

Sir:

Believe me, the City Council carnival of April 23rd does not reflect the opinions and concerns of Old Town, Boulder City. Ex- senator Bryan and his wealthy Hemenway Valley cohorts do NOT represent us.

People in Old Town wanted to unite with the Hemenway Valley hot tub fanatics and go for By-pass A, no dam bridge. When HV heard from Senator Reid that the bridge is inevitable, they panicked and want the freeway placed in Boulder City's natural ventilator, south of town.

Old Town doesn't have the political power and wealth of HV (the same thing) but we do have the courts . . .

Ramon Collins
611 Ave B
293-7479

C38-5.3

Response to Comment C38-5.3
Comment noted.

C39

for A.txt

From: Lasko, Michael/LAS
Sent: May 10, 2002 7:30 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: Mr. Rawlins:

-----Original Message-----
From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 10, 2002 6:22 AM
To: Lasko, Michael/LAS
Subject: FW: Mr. Rawlins:

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: Ray Collins [mailto:ramoncollins@lvcn.com]
Sent: Thursday, May 09, 2002 3:44 PM
To: scrawlins@dot.state.nv.us
Subject: Mr. Rawlins:

I'm for Alternative A. No build -- no bridge, no by-pass. My next choices were B or C because they make sense and are the best alternative routes for Old Town, Boulder City. But the greedy-guts in Hemorrhoid valley got scared off by a "done deal." There was no such animal. To protect their inflated property and its precious views, they took a dive and double-crossed Old Town.

C39-5.4

Then the millionaires got together and hired a run-down, morally-bankrupt ex-Senator -- well-versed in political cheap tricks -- and it's been easy pickings. I think, by law, NDOT is required to pick the most expeditious, least expensive route. That's either Alternatives B or C. Now that the wallets are out, there is no law . . .

Ramon Collins
611 Ave. B
Boulder City
293-7479

Page 1

Response to Comment C39-5.4
Preference for Alternative A noted.

C40

Koos, Elizabeth/SCO

Subject: FW: ENUFF

-----Original Message-----
From: Ray Collins (mailto:ramoncollins@lvcn.com)
Sent: Wednesday, May 01, 2002 4:32 PM
To: info@dot.state.nv.us
Subject: ENUFF

ALREADY.

Last Tuesday's (Apr. 23) City Council meeting, as seen on BCTV, was an arrogant, rehearsed and well-financed political charade. Y'mean NOT ONE person in Boulder City is against By-pass Alternative "D"?

Time grows short -- you have until May 10th to voice your opinion. Do you want to see Old Town destroyed, forever, by wealth, greed and opportunism? I think NDOT is required, by Nevada law, to choose the most expeditious and least expensive route. That's "B" or "C", the present truck route 93, through Hemorrhoid Valley.

Las Vegas lawyer Bob Faiss knows more about state law than I do. Is that why he put his NEW million-dollar mansion, with a Lake Mead view, on the market this winter? His house will also have a lovely view of the new freeway. Is he the first rat to leave the sinking ship?

The only way for citizens of Old Town to save Boulder City is a class-action lawsuit to force NDOT and CH2M to follow the law. The two Mister Bigs's e-mail addresses are listed below -- why not click on the underlined, blue link and tell them that you don't want to see your town draped with a perpetual cloud of pollution and noise? Remember, if you don't speak up May 10th is "lights out" for Our Town . . .

"mailto:tgrecoco@dot.state.nv.us" Tom GRECO (Mr. NDOT)

"mailto:mlasko@ch2m.com" Mike LASKO (Mr. BY-PASS)

A Public Service Announcement by the Bolder Bugle.

C40-5.5

Response to Comment C40-5.5
Comment noted.

C41

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
 Sent: May 09, 2002 8:34 AM
 To: Koos, Elizabeth/SCO, Shoemaker, Patricia/SCO
 Subject: FW: from next Sunday's Bolder Bugle

-----Original Message-----
 From: Lasko, Michael/LAS
 Sent: May 09, 2002 8:26 AM
 To: Wittie, Jean/LAS
 Subject: FW: from next Sunday's Bolder Bugle

-----Original Message-----
 From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
 Sent: May 09, 2002 9:01 AM
 To: Lasko, Michael/LAS
 Subject: FW: from next Sunday's Bolder Bugle

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----
 From: Ray Collins [mailto:ramoncollins@lvcn.com]
 Sent: Friday, May 03, 2002 4:33 PM
 To: Scott Rawlins
 Subject: from next Sunday's Bolder Bugle

"D" is for DUMB

S' funny -- during the last Council meeting (BCTV-Apr. 23) the whole dam town was for By-pass Alternative D -- at least all the bought-and-paid-for hot tub sycophants from Hemorrhoid Valley were for D. With a quaking voice, Mayor Ferraro told the trained apes in the audience he felt if B or C, the legal alternatives, were adopted it would split Our Town in two.

The truth is, the town was split when the Council gave away land to the Albertsons' shopping mall. Now our dear friends from Greedy Gulch don't have to have a thing to do with Old Town -- why should they care if we choke to death while they're enjoying their views of the lake?

Old Town needs to initiate a class-action lawsuit to let the courts decide what's right instead of relying on the opinion of ex-Senator Bryan and his newfound rich pals. Alternatives B or C might make our wealthy neighbors think twice the next time they buy expensive property on a truck route.
 You only have until next Friday, May 10, to voice your opinion . . .

1

C41-5.6

Response to Comment C41-5.6
 Opposition to Alternative D noted.

C42

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: April 30, 2002 5:09 PM
To: Wittie, Jean/LAS
Subject: FW: BC Study

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 30, 2002 2:39 PM
To: Lasko, Michael/LAS
Subject: PW: BC Study

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Joyce [mailto:JoCook@lvcm.com]
Sent: Saturday, April 27, 2002 5:21 PM
To: scrawlins@dot.state.nv.us
Subject: BC Study

DOT,

I've reviewed the various routes proposed for Boulder City and wish to inform you that the New Through Town Alignment looks great to me.....best of them all. | C42-5.7

Mark D. Cook
796 Los Tavis
BC NV 89005

05/14/2002

Response to Comment C42-5.7
Preference for Alternative C noted.

C43

701 Elm Street #108
Boulder City, NV 89005

April 4, 2002

Mr. Daryl James
NDOOT Environmental Division
1263 S. Stewart St.
Carson City, NV 89712

RE: Boulder City/US 93 Corridor

Dear Mr. James:

I would like to express my comments about the Boulder City/US 93 Corridor. I understand that there are four options being considered.

C43-1.16

After reviewing all options, I believe Option D, Southern Alignment makes the most sense. I live near the intersection of Nevada Highway and US 93 in Boulder City. Since the tragedy of September 11, truck traffic has been diverted from crossing Hoover Dam. As a result, the decrease in the noise, air pollution, and traffic has been very noticeable. I also walk to many businesses in town. Before, traffic was often so heavy through town that it was nearly impossible to cross the streets safely. I can honestly say that the quality of my life in Boulder City has been greatly improved since the trucks and some traffic have been diverted.

C43-2.48

Other options for the Boulder City/US 93 Corridor would increase noise in Boulder City and the residential areas, increase pollution, and increase danger from the transportation of hazardous material especially if the nuclear dump at Yucca Mountain is opened. Last year there was a hazardous fuel spill when a tanker truck turned over at the intersection of Nevada Highway and US 93. It was a mess, inconvenient, and costly to clean up. The potential danger to health and property if it had been a truck full of nuclear waste is too terrible to think about.

I strongly urge NDOOT to choose Option D, Southern Alignment for the Boulder City/US 93 Corridor so that the quality of life and the character of our unique community is preserved for all the people and future residents of Boulder City.

Sincerely,

Patricia J. Culler
Patricia J. Culler

Response to Comment C43-1.16

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C43-2.48

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C44

701 Elm Street #108
Boulder City, NV 89005

April 4, 2002

Mr. Daryl James
NDOT Environmental Division
1263 S. Stewart St.
Carson City, NV 89712

RE: Boulder City/US 93 Corridor

Dear Mr. James:

I would like to express my comments about the Boulder City/US 93 Corridor. I understand that there are four options being considered.

C44-1.17

After reviewing all options, I believe **Option D, Southern Alignment** makes the most sense. I live near the intersection of Nevada Highway and US 93 in Boulder City. Since the tragedy of September 11, truck traffic has been diverted from crossing Hoover Dam. As a result, the decrease in the noise, air pollution, and traffic has been very noticeable. I can honestly say that the quality of my life in Boulder City has been greatly improved since the trucks and some traffic have been diverted.

C44-2.49

Other options for the Boulder City/US 93 Corridor would increase noise in Boulder City and the residential areas, increase pollution, and increase danger from the transportation of hazardous material especially if the nuclear dump at Yucca Mountain is opened. Last year there was a hazardous fuel spill when a tanker truck turned over at the intersection of Nevada Highway and US 93. It was a mess, inconvenient, and costly to clean up. The potential danger to health and property if it had been a truck full of nuclear waste is too terrible to think about.

I strongly urge NDOT to choose **Option D, Southern Alignment** for the Boulder City/US 93 Corridor so that the quality of life and the character of our unique community is preserved for all the people and future residents of Boulder City.

Sincerely,


Thomas C. Culler, Jr.

Response to Comment C44-1.17

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C44-2.49

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Concern about transport of nuclear waste noted.

C45

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: May 06, 2002 2:35 PM
To: 'Myrna L Danforth'
Cc: 'srawins@dot.state.nv.us'; Wittie, Jean/LAS
Subject: RE: The future of Boulder City

Ms Danforth,

Thank you for your response to this very important transportation project in Southern Nevada. Your comments will be included in the administrative record and shared with the project management team.

Sincerely,

Michael S. Lasko, P.E.
 2000 East Flamingo Rd, Suite A
 Las Vegas, NV 89119
 (702) 369-6904 ext. 217
 Fax No. (702) 369-1107
 mlasko@ch2m.com <mailto:mlasko@ch2m.com>

-----Original Message-----
From: Myrna L Danforth (mailto:m-danforth@juno.com)
Sent: May 01, 2002 8:20 PM
To: Lasko, Michael/LAS
Subject: Re: The future of Boulder City

I think it is criminal for federal/state/local politicians, government agencies, casino owners and a small bunch of arrogant, self-serving, and well-to-do locals to disregard what would be best for the majority of people in our town. Especially since everything I have read indicates that the state law makes it mandatory that the least expensive route be chosen; and that would be B or C.

C45-3.14

Not everyone here is in favor of Route D by a long shot, though that fact has not been indicated in our paper, in meetings of the council and in all of the "exploratory" and "explanatory" special meetings as well.

Myrna Danforth

1

Response to Comment C45-3.14

NDOT's mission is to efficiently plan, design, construct, and maintain a safe and effective transportation system for Nevada's economic, environmental, social and intermodal needs. The statewide transportation planning process provides a framework for balancing needs with limited resources (STIP, 2001).

Page 1 of 1

C46

From: Lasko, Michael/LAS
 Sent: May 10, 2002 7:30 AM
 To: Wills, Jean/LAS; Shoemaker, Patricia/SCO
 Subject: FW: Comment on the DEIS for the Boulder City Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
 Sent: May 10, 2002 6:29 AM
 To: Lasko, Michael/LAS
 Subject: FW: Comment on the DEIS for the Boulder City Bypass

by

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Peter DeBeauchamp [mailto:Peter.DeBeauchamp@groupwise.swgas.com]
 Sent: Thursday, May 09, 2002 11:12 AM
 To: scrawlins@dot.state.nv.us
 Cc: Leslie_Paige@nps.gov
 Subject: Comment on the DEIS for the Boulder City Bypass

Comments regarding the DEIS for the Boulder City Bypass

I am opposed to Alternative D for these reasons:

1. We already have an existing bypass
2. There are clearly much greater negative natural habitat impacts from alternative D.
3. This will block access and destroy the appeal for the desert recreational opportunities to the south of Boulder City adversely effecting the ambience of the town.
4. This will probably eliminate the Boulder City Rifle Range. This is a unique facility. I don't know of another facility in the area with 1000 yard ranges.
5. Alternative D would shift all of the pollution immediately down wind of the town.
6. It is fundamentally unfair to allow a well connected and influential minority who knowingly moved next to the existing bypass to relocate it next to people who chose otherwise.
7. Alternative D has negative cultural impacts to the Anasazi/Kav tribe
8. Alternative D is tremendously more expensive than the other alternatives.
9. Alternative D will have a huge impact and relatively wild desert area.
10. Destroying gorgeous views of the Eldorado Valley and the mountains beyond
11. Negative impacts on wildlife that is NOT impacted now.

I prefer alternative B or C.

I find the present situation of sending the trucks through Laughlin to be the most satisfactory.

Thank you,
 Peter de Beauchamp
 713 Ave. A
 Boulder City, NV 89005
 702-293-7026

C46-2.50

Response to Comment C46-2.50

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C47

Koos, Elizabeth/SCO**Subject:** FW: Comment Alinement "D"

-----Original Message-----

From: Delp Family [mailto:nevdel@p@sprintmail.com]**Sent:** Sunday, May 05, 2002 9:11 PM**To:** srawllns@dot.state.nv.us**Subject:** Comment Alinement "D"

C47-2.51 I would like information to your consideration to placing the Proposed Alinement "D" to the southerly side of Western Area Power Administration's Mead Substation? As a home owner at 1801 Hilton Head Dr. Boulder City, I believe the consideration of noise levels to be expected at the present location of your Alinement "D" will reveal some level of noise to be expected at the lower end of present housing in Boulder City.

I would like to advised the Sunday evening that equipment failure occurred at the Mead Substation by explosion of equipment the sound was readily noticed at my area. With this understand of potential noise levels traveling south to north, I question what level of noise is considered accetable by the team.

C47-3.15 In view of the proposed location of Route "D", it appears an overpass or below grade structure will be required to meet access requirements for WAPA. It is understood there will be no interchange located at the Buchanan Road, it this correct?

The location of the proposed Route "D" will have an effect to limit future growth of City facilities such as the airport and treatment facilities. It seems a look in to distance future would suggest a greater separation of the proposed bypass and city facilities is warranted.

Because of the potential noise level, cost for access structure and limitations to city growth, I would question why a alternate route south of WAPA Mead Complex would not be a more preferred location?

Your consideration to my concerns and question will be appreciated.

Sincerely,

Jack L. Delp
1801 Hilton Head Dr.

Boulder City, Nevada 89005
702-293-7468

06/05/2002

Response to Comment C47-2.51

Refer to FEIS Sections 2.4 and 2.5 for information on the initial alternatives analyzed and a description of the alternatives eliminated from further consideration based on a screening evaluation.

Refer to FEIS Table 3-4 for the FHWA and NDOT design noise level criteria and noise abatement thresholds for various land use activity categories.

Response to Comment C47-3.15

An interchange for emergency access only is proposed where Alternative D crosses the WAPA access road and Buchanan Boulevard. This interchange will have a locked gate at both the exit and at the access road. The grade separation at the crossing will be above grade for the new facility and will allow for transport of WAPA equipment and vehicles.

In the initial screening of 16 alternatives, an alignment for the southern bypass south of the Mead Substation (further south than Alternative D) was eliminated because it did not provide additional positive features with respect to environmental considerations such as noise and visual impacts, and it provided negative qualities of an additional 2 miles of roadway (which makes the facility more costly to build and less attractive as a bypass) and additional drainage impacts (see FEIS Chapter 2, Section 2.4). Therefore, a facility further south was deemed not desirable in the EIS.

The concept for Alternative D and the other build alternatives takes into consideration predicted growth through 2027, including the growing demand for efficient and effective movement of goods, people, and services.

Page 1 of 1

C48

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 8:34 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: (no subject)

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 09, 2002 8:26 AM
To: Wittie, Jean/LAS
Subject: FW: (no subject)

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 09, 2002 6:56 AM
To: Lasko, Michael/LAS
Subject: FW: (no subject)

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: MDITERESA@aol.com [mailto:MDITERESA@aol.com]
Sent: Sunday, May 05, 2002 12:36 PM
To: scrawlins@dot.state.nv.us
Subject: (no subject)

Mr. Rawlins,

You can count me as one more Boulder City resident who is definitely NOT in favor of Alternative D. It makes no sense environmentally, fiscally or aesthetically to run the by-pass around the outside of town through our beautiful desert and mountains when there is an existing highway that can be more easily and cheaply expanded and improved. Alternative B is the only way to go.

C48-2.52

Matt Di Teresa
 844 California St.
 Boulder City Nv.
 89005
 Phone or fax: (702) 293-4041
 E-mail: MDITERESA@aol.com

Response to Comment C48-2.52

Opposition to Alternative D and support of Alternative B noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

Page 1 of 1

C49

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:42 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:48 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 10:55 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: LdyCaerie@aol.com [mailto:LdyCaerie@aol.com]
Sent: Friday, May 10, 2002 10:52 AM
To: rawlins@dot.state.nv.us
Subject: US/93 Bypass

I am opposed to Alternative D because it will impair our view of Hemenway Valley.

C49-2.53

I am in favor of Alternative D because it will preserve the view.

Caroline Dykstra
 864 Ave. H
 Boulder City, NV
 89005

05/10/2002

Response to Comment C49-2.53

Opposition to Alternative D noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C50

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:43 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:47 AM
To: Wittie, Jean/LAS
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 11:14 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: LdyCaerie@aol.com [mailto:LdyCaerie@aol.com]
Sent: Friday, May 10, 2002 10:52 AM
To: rawlins@dot.state.nv.us
Subject: US/93 Bypass

I am opposed to Alternative D because it goes through the Lake Mead National Recreational Area, which has been preserved. It was not preserved for a freeway.

C50-2.54

I am in favor of Alternative C because it will utilize an already developed area.

Caroline Dykstra
664 Ave. H
Boulder City, NV
89005

05/10/2002

Response to Comment C50-2.54
Opposition to Alternative D noted.

C51

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:43 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:40 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 11:14 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: LdyCaerie@aol.com (mailto:LdyCaerie@aol.com)
Sent: Friday, May 10, 2002 10:52 AM
To: rawlins@dot.state.nv.us
Subject: US/93 Bypass

I am opposed to Alternative D because it will be the most expensive.

C51-3.16

I am in favor of Alternative C because it is the least expensive.

Caroline Dykstra
664 Ave. H
Boulder City, NV
89005

05/10/2002

Response to Comment C51-3.16
Opposition to Alternative D noted.

C52

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:43 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:38 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 11:15 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: LdyCaerie@aol.com [mailto:LdyCaerie@aol.com]
Sent: Friday, May 10, 2002 10:52 AM
To: rawlins@dot.state.nv.us
Subject: US/93 Bypass

I am opposed to Alternative D because it will restrict access to the desert.

I am in favor of Alternative C because it will preserve the desert and my access to it.

C52-1.18

Caroline Dykstra
664 Ave. H
Boulder City, NV
89005

05/10/2002

Response to Comment C52-1.18

A grade-separated crossing at Buchanan Boulevard, with emergency access, would be provided upon construction of Alternative D, the preferred alternative. Access to existing uses such as the landfill, rifle and pistol range, transmission line service roads, and LMNRA lands would be maintained.

C53

Wittle, Jean/LAS

From: Lasko, Michael/LAS
 Sent: April 01, 2002 8:01 AM
 To: Wittle, Jean/LAS
 Subject: FW: Choices for upgrading U.S. 93

FTAR

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
 Sent: April 01, 2002 7:04 AM
 To: Lasko, Michael/LAS
 Subject: FW: Choices for upgrading U.S. 93

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: NEVADAGERES@aol.com [mailto:NEVADAGERES@aol.com]
 Sent: Sunday, March 31, 2002 7:52 PM
 To: rawlins@dot.state.nv.us
 Subject: Choices for upgrading U.S. 93

We appreciate the opportunity of sharing our thoughts on the above project.

My husband and I strongly support Alternative D, constructing a four-lane freeway routing traffic around Boulder City. In our opinion this will preserve the current small town atmosphere. That was one of the main reasons why we moved to Boulder City last year rather than Henderson or Las Vegas.

David and Gisela Gere
 P.O. Box 62407
 Boulder City, NV 89006-2407

C53-2.55

Response to Comment C53-2.55
 Support for Alternative D and comment noted.

12

CS4

P

P/44

701 Elm Street #109
Boulder City, NV 89005

April 4, 2002

Mr. Daryl James
NDOT Environmental Division
1263 S. Stewart St.
Carson City, NV 89712

RE: Boulder City/US 93 Corridor

Dear Mr. James:

I would like to express my comments about the Boulder City/US 93 Corridor. I understand that there are four options being considered.

CS4-1.19

After reviewing all options, I believe Option D, Southern Alignment makes the most sense. I live near the intersection of Nevada Highway and US 93 in Boulder City. Since the tragedy of September 11, truck traffic has been diverted from crossing Hoover Dam. As a result, the decrease in the noise, air pollution, and traffic has been very noticeable. I also walk to many businesses in town. Before, traffic was often so heavy through town that it was nearly impossible to cross the streets safely. I can honestly say that the quality of my life in Boulder City has been greatly improved since the trucks and some traffic have been diverted.

CS4-2.56

Other options for the Boulder City/US 93 Corridor would increase noise in Boulder City and the residential areas, increase pollution, and increase danger from the transportation of hazardous material especially if the nuclear dump at Yucca Mountain is opened. Last year there was a hazardous fuel spill when a tanker truck turned over at the intersection of Nevada Highway and US 93. It was a mess, inconvenient, and costly to clean up. The potential danger to health and property if it had been a truck full of nuclear waste is too terrible to think about.

I strongly urge NDOT to choose Option D, Southern Alignment for the Boulder City/US 93 Corridor so that the quality of life and the character of our unique community is preserved for all the people and future residents of Boulder City.

Sincerely,

Donald Hildner
Mackie B. Hildner

Response to Comment C54-1.19

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C54-2.56

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C55

Koos, Elizabeth/SCO**Subject:** FW: US 93 Bypass Corridor

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
 Sent: May 10, 2002 6:15 AM
 To: Lasko, Michael/LAS
 Subject: FW: US 93 Bypass Corridor

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: CGoodwn64@aol.com [mailto:CGoodwn64@aol.com]
 Sent: Friday, May 10, 2002 1:02 AM
 To: scrawlins@dot.state.nv.us
 Cc: admin@bouldercity.com
 Subject: US 93 Bypass Corridor

To Whom it May Concern:

I am a frequent visitor to the Boulder City/Lake Mead Area. My family owns a trailer at Lake Mead Trailer Village.

Yes, I agree that there is a traffic problem, however detouring potential visitors away from the area would not be beneficial. I have looked into the different possibilities for a bypass, and I believe that Alternative C (Boulder City bypass) would be the most beneficial.

C55-120

We need to appreciate what land we have NOT desecrated, and enhance what we have.

C55-2.57

Please consider my personal request as a NO to a southern bypass, and a YES to the Boulder City bypass alternative.

Sincerely,

Christine A Goodwin
 9146 E Somerset Blvd #7
 Bellflower, CA 90706

1

Response to Comment C55-1.20

FEIS Section 4.11 discusses potential economic impacts of the project alternatives. Preference for Alternative C noted.

Response to Comment C55-2.57

Opposition to Alternative D and preference for Alternative C noted.

C56

ALFRED L. HARTIG
440 AMERICA CT.
BOULDER CITY, NV.
89005-1504

APRIL 4, 2002

TO WHOM IT MAY CONCERN,

I DISAGREE OF THE WHOLE CONCEPT AT THIS TIME. SINCE THE
9-11 ATTACK ON THE TWIN TOWERS IN NEW YORK CITY NO TRUCKS
ARE PERMITTED TO CROSS THE HOOVER DAM. THE TRAFFIC ON ROUTE
93 HAS DIMINISHED APPRAISABLY DUE TO THE DETOUR OF TRUCKS
HEADED TO KINGMAN AND POINTS EAST AND SOUTH.

C56-1.21

UNTIL THE BRIDGE SPANNING THE COLORADO RIVER THAT IS PLANED
AND IS IN PLACE I THINK IT IS FOOLISH TO PLAN IMPROVEMENTS TO
ROUTE 93. I SEE NO SENSE IN PLANNING A ROUTE DEAD ENDING AT
THE CASINO ON ROUTE 93. EVEN THOUGH IT IS OWNED BY THE FAMILY
OF A FEDERAL SENATOR. IT CERTAINLY WON'T BRING ANY MORE
BUSINESS. I'LL HAVE TO ADMIT I AM LIKE WILL ROGERS ALL I KNOW IS
WHAT I'VE READ IN THE NEWSPAPERS.

C56-6.8

I ADVOCATE THE CONTINUED USE OF ROUTE 95 DETOUR WITH
IMPROVEMENTS TO STOP THE CARNAGE THAT IS OCCURRING ON THIS
TWO LANE ROAD DUE TO FAULTY DRIVING, AND ANTIQUATED ROAD
ENGINEERING.

WHEN THE BRIDGE IS BUILT I AM IN FAVOR OF THE BY-PASS ROUTE D.

SINCERELY  ALFRED L. HARTIG

Response to Comment C56-1.21

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

FEIS Section 4.11 discusses potential economic impacts of the project alternatives. The Hoover Dam Bypass bridge is currently under design.

Response to Comment C56-6.8

Comment noted.

04/24/02 18:09 FAX 7023931107 CH2M HILL 021/034

CR 117

C57

1000 Nevada Way #205
P.O. Box 60381
Boulder City, Nevada 89006-0381
Internet: www.ch2m-hill.com

CH2M HILL Inc.
EW Technical Services

(702) 293-5132
FAX: (702) 293-6966
STU III: (702) 293-1663

14 April 2002

Mr. James,

As a resident of Nevada, I recommend the Nevada Department of Transportation (NDOT) consider the option of making Nevada Highway 95 South to Interstates 8, 10, and 40 the traffic corridor instead of the arduous and difficult option of a bridge across the Colorado River south of Hoover Dam.

For some reason a bridge south on Hoover Dam has captivated the attention of NDOT as it address the Highway 93 corridor from the South. It would seem that the widening of Highway 95 into a freeway and connecting with Interstates 8, 10, and 40 would be far less complicated and, more important, less disruptive to the growing community of Boulder City.

I believe the widening/upgrading of Highway 95 to freeway specifications would be a prudent option for the following reasons:

- Less expense than building a dam across one of the most difficult areas on the Colorado River, when considering the terrain, traffic disruptions, and potential security implications with regard to the proximity of Hoover Dam.
- Reinforces the strong traffic flow already using Highway 95 since the terrorist's attacks of 11 Sep 02.
- Makes a better traffic pattern for commercial traffic using Interstates 8, 10, and 40 West to proceed North to South Nevada and Utah.
- Improves the North/South Corridor from the Southern California/Arizona border with Mexico making Highway 95 a true commercial route.
- Interstates 8, 10, and 40 already afford crossing points over the Colorado River, it seems natural to improve Highway 95 to accommodate the traffic already using these National thoroughfares.

The intention of NDOT is commendable, but someone has mistakenly defined Highway 93 as integral to the North/South corridor in the vicinity of California, Arizona, and Nevada, rather than the obvious use of Highway 95.

C57-6.9

Response to Comment C57-6.9
Comment noted.

04/24/02 16:10 FAX 7623891107

CH2M HILL

022/034

14 April 2002
Mr. Daryl James

The Security implications associated with Hoover Dam are not going to disappear. If you require, my company is prepared to provide you with a study of the issue. A bridge downriver from Hoover Dam imposes security risks far greater than those afforded by improving Highway 95 to interstate/freeway specifications and interchanges with the existing interstate highways of 8, 10, and 40.

Please feel free to contact me, if you would like to discuss this matter further.



Daniel W. Hearn
President

C58

Koos, Elizabeth/SCO

Subject: FW: Boulder City bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]

Sent: May 13, 2002 6:33 AM

To: Lasko, Michael/LAS

Subject: FW: Boulder City bypass

FYI

R. Scott Rawlins, P.E.

Project Manager

Nevada Dept. of Transportation

1263 S. Stewart St.

Carson City, NV 89712

Ph: (775) 888-7317

Fax: (775) 888-7322

-----Original Message-----

From: nancyandkev [mailto:nancyandkev@netzero.net]

Sent: Friday, May 10, 2002 4:59 PM

To: scrawlins@dot.state.nv.us

Subject: Fw: Boulder City bypass

----- Original Message -----

From: nancyandkev

To: scrawlins@dot.state.nv.us

Cc: admin@bouldercity.com

Sent: Friday, May 10, 2002 4:57 PM

Subject: Boulder City bypass

C58-2.58 My wife and I are current Boulder City residents. We have been Clark County residents for approximately 8 years. In addition, we have been area residents (northwestern Mohave County, Arizona) for 5 years prior. We strongly OPPOSE the bypass Alternative D. This route would disturb pristine desert, bighorn sheep habitat, and native american cultural resources. That route would also destroy beautiful mountains in and adjacent to Lake Mead NRA. I believe that it would also encourage and accelerate future growth in the southern part of town. We strongly urge you to consider Alternative C as the proposed route.

Sincerely,

Kevin & Nancy Hendricks
789 Sandra Dr.
Boulder City, NV 89005
702-293-3638

05/15/2002

Response to Comment C58-2.58

Opposition to Alternative D and preference for Alternative C noted.

Aks

C59

701 Elm Street #107
Boulder City, NV 89005

April 4, 2002

P

Mr. Daryl James
NDOT Environmental Division
1263 S. Stewart St.
Carson City, NV 89712

RE: Boulder City/US 93 Corridor

Dear Mr. James:

I would like to express my comments about the Boulder City/US 93 Corridor. I understand that there are four options being considered.

C59-1.22

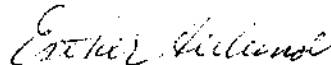
After reviewing all options, I believe Option D, Southern Alignment makes the most sense. I live near the intersection of Nevada Highway and US 93 in Boulder City. Since the tragedy of September 11, truck traffic has been diverted from crossing Hoover Dam. As a result, the decrease in the noise, air pollution, and traffic has been very noticeable. I can honestly say that the quality of my life in Boulder City has been greatly improved since the trucks and some traffic have been diverted.

C59-2.59

Other options for the Boulder City/US 93 Corridor would increase noise in Boulder City and the residential areas, increase pollution, and increase danger from the transportation of hazardous material especially if the nuclear dump at Yucca Mountain is opened. Last year there was a hazardous fuel spill when a tanker truck turned over at the intersection of Nevada Highway and US 93. It was a mess, inconvenient, and costly to clean up. The potential danger to health and property if it had been a truck full of nuclear waste is too terrible to think about.

I strongly urge NDOT to choose Option D, Southern Alignment for the Boulder City/US 93 Corridor so that the quality of life and the character of our unique community is preserved for all the people and future residents of Boulder City.

Sincerely,



Response to Comment C59-1.22

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C59-2.59

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C60

871 Oriole Way @
1010 Industrial Road #204
Boulder City, NV 89005

April 5, 2002

Mr. Daryl James, P.E., Chief, Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Dear Mr. James:

We would like to have it entered on your records that we are absolutely opposed to Options B and C which would bring more traffic along with the related noise and air pollution to Boulder City. Options B and C would divide and destroy Boulder City and neither provide for future expansion. We feel that Option D which is the southern bypass is the only feasible option to pursue. At the April 4 public hearing in Boulder City regarding these issues we were told in no uncertain terms that the bridge across the Colorado will be placed at Sugarloaf Mountain. If that is the case, then Option D is the only route around Boulder City that will work.

C60-2.60

Because Yucca Mountain is being forced upon us and there is a strong possibility that shipments of nuclear waste will travel this route once it's complete, the highway needs to be as far from populated areas as possible.

C60-6.10

We are still of the opinion that common sense should prevail and the truck traffic should be routed south on 95 through Laughlin on a permanent basis. The only additional comment in this regard is that 95 should be widened to four lanes between Railroad Pass and Highway 163.

Sincerely,

Ken Isaacson
Eberta Isaacson
Ken and Eberta Isaacson

Response to Comment C60-2.60

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

The ROD for the Hoover Dam Bypass Project (March 2001) resulted in the approval of the project and the Sugarloaf Mountain Alternative as the selected alternative.

Response to Comment C60-6.10

Comment noted.

C61

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: May 06, 2002 2:24 PM
To: 'Ingrid Korda'
Cc: 'srawins@dot.state.nv.us'; Wiltie, Jean/LAS
Subject: RE: Route "D"

Ms. Korda,

Thank you for your input. We will include your comments in our administrative record.

Regards,

Michael S. Lasko, P.E.
2000 East Flamingo Rd, Suite A
Las Vegas, NV 89119
(702) 369-6904 ext. 217
Fax No. (702) 369-1107
mlasko@ch2m.com <mailto:mlasko@ch2m.com>

-----Original Message-----

From: Ingrid Korda [mailto:leo@anv.net]
Sent: May 02, 2002 9:42 AM
To: Lasko, Michael/LAS
Subject: Route "D"

Please do not split our town in half. Designation D is the answer. Why destroy some people and businesses life. Thank you. Mr. & Mrs. Korda | C61-1.23

Response to Comment C61-1.23
Preference for Alternative D noted.

C62

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 10:10 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: Route D

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 09, 2002 8:26 AM
To: Wittie, Jean/LAS
Subject: FW: Route D

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 09, 2002 7:10 AM
To: Lasko, Michael/LAS
Subject: FW: Route D

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Ingrid Korda [mailto:leo@anv.net]
Sent: Thursday, May 02, 2002 9:44 AM
To: rawlins@dot.state.nv.us
Subject: Route D

Route D is the only answer. It may cost more money, but it won't
destroy people's and businesses life. Mr. & Mrs. Korda

C62-4.11

Response to Comment C62-4.11
Comment noted.

C63

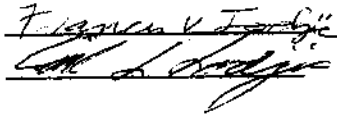
P

Daryl James
NDOT Environment Division
1263 S. Stewart
Carson City, NV 89712

C63-6.11

Who, but the citizens of Boulder City will be affected by the decisions made on the the suggested by-pass?
Should they not then be the persons that you need to convince in the final decision?
I have previously suggested that you consider the proposed Canamex as part of your determining factors.
Both could be solved with a widening to a six-lane freeway, Highway 95 south. Yes, the truckers would be put to a few extra miles; but the fuel consumption, and therefore the air-pollution would be less than that generated through the cut-backs going down to and up from Hoover Dam!
if this is not comprehensible to you and your people; I can only ask the least by asking that you "go with" Alternate D!
Especially we who live in Hemenway valley will be most appreciative.

Sincerely:
Carl L. Lodge and Frances Virginia Lodge
433 Ranger Ct.
Boulder City, NV 89005



Response to Comment C63-6.11
Comment noted.

fat

C64

625 Malaga Drive
Boulder City, NV 89005-1513
March 30, 2002

Mr. Daryl James
NDOT Environment Division
1353 S. Stewart
Carson City, NV 89712

Dear Mr. James:

DEIS ON BOULDER CITY ROAD CONSTRUCTION ALTERNATIVES

C64-2.61 | We support the Southern By-Pass Alternative for Boulder City road construction since it is by far the least disruptive to the environment, both physical and human, of this city.

We, therefore, urge its early adoption as the final decision of the Nevada Department of Transportation.

Sincerely yours,

Joseph A. Mendenhall *Leone R. Mendenhall*
Joseph A. Mendenhall Leone R. Mendenhall

Response to Comment C64-2.61

Support for Alternative D and comment noted.

C65

April 24, 2002

Daryl James, NDOT Environmental Division
1263 S. Stewart St.
Carson City, NV 89712.

Robert W. Merrell, M.D.
379 Ave I
Boulder City, NV 89005

RE: The Boulder City Corridor Study

Dear Mr. James:

I would like to highlight several significant points from the study.

Both ALTERNATIVE B AND ALTERNATIVE C ROUTES WILL RESULT IN BRINGING THE TRUCKS BACK INTO TOWN. The construction of either of these alternatives will likewise cause disruption of our community for 5 years or longer.

ALTERNATIVE B is an improvement of existing 93 from Railroad Pass to Buchanan Blvd with a 4 lane divided hi-way through Hemenway valley. The section between Veterans Memorial Drive to Buchanan Blvd will be a 7-lane arterial roadway with raised medians and/or left turn lanes. A new stoplight will be added at Yusca Street. The average speeds are predicted to increase from 37 to 57 MPH. Five businesses along this section will either have to move or close down, as the right of way to accommodate this alternative will require it.

ALTERNATIVE C will result in a 4-lane through town freeway from Railroad pass to the dam, which will pass through the northern part of our city. Sound walls 8-14 feet will be necessary to mitigate the expected increase in noise from the trucks and increasing traffic predicted in years to come. This alternative will result in the loss of some of the hiking and biking trails of the River Mountains Loop Trail and leave an ugly scar along the base of the beautiful red mountain area with a large road that bisects our community in half.

ALTERNATIVE D (Southern bypass) is the only choice that will keep the trucks and through traffic out of our city for good. It will not result in increased noise for any residential area in the city including the southern part. Noise levels for the majority of the city are predicted to actually decrease with this alternative. Although there will be some economic impact on our city, the DEIS was unable to predict any long-term significant impact with this alternative. This choice does not result in the loss of businesses or residents presently established. D provides for the safest route around our community for hazardous material to be transported, and allows Boulder City to maintain the quiet unique town most of us have chosen to live here for.

My family and I strongly support alternative D as the one and only solution to the traffic problems that plague Boulder City



Robert Merrell

Response to Comment C65-1.24

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

In this study, NDOT is analyzing for a design year of 2027. Traffic estimates using computer modeling have shown that traffic levels in 2027, even without trucks, will produce failing levels of service between the study limits. The noise, air quality, and traffic impacts of each alternative vary to some degree, as described in Chapter 4 of the FEIS.

Response to Comment C65-1.25

Preference for Alternative D noted.

P
4/23/12

COPY OF PRESENTATION TO THE Boulder City Council

Dr. Merrell Presentation - April 23 Meeting

Mayor Ferraro, members of the Council, I also would like to thank you for the opportunity to speak before you today. My name is Dr. Robert Merrell and I am the president of the Boulder City Bypass Coalition. Our Coalition felt it was important to stand before you once again in support of the southern bypass now that the Draft Environmental Impact Statement has been released and the public comment period is open. As Senator Bryan stated, we need your support in these final critical weeks to ensure that there is no misunderstanding: Route D, the Southern Bypass, is the preferred route of the Citizens of Boulder City.

From the beginning, our Coalition has committed to thorough research of the facts. We pledged to you, and all Boulder City residents, that the information we disseminate would be accurate and based on objective evidence. The facts were always on our side because our effort has always been about what is best for Boulder City – not about protecting a certain neighborhood or certain special interests.

Several months ago I came before you with a presentation in which I outlined the various benefits of the southern bypass as compared to the other through-town build routes. While I do not intend to repeat all of this information today I do want to stress that all the points I made several months ago remain as valid today after the release of the DEIS as they did then. I also wanted to quickly highlight a few aspects of the DEIS, which clearly demonstrate alternative D will have the least adverse impact on Boulder City and will actually improve Boulder City's quality of life.

First, I would like to note that the Project Management Team, after considering the extensive research of many experts on 30 environmental criteria, gave Route D the highest rating among the alternatives being studied.

Second, I would like to reiterate that the through-town routes would destroy the special ambience Boulder City has worked so hard to preserve. Alternative B would make improvements to existing 93 by creating a seven-lane arterial roadway with raised medians and turn lanes between Veterans Memorial

Drive and Buchanan Boulevard. Average speeds would increase from 37 to 57 miles per hour and five businesses would have to move or close down to accommodate an expanded right-of-way.

Alternative C would be a four-lane through-town freeway that would pass through the northern part of our city. Sound walls 8-14 feet high would be necessary to mitigate expected noise increases from trucks and increasing traffic predicted in years to come. This alternative would result in the loss of some of the hiking and biking trails of the River Mountains Loop Trail and leave an ugly scar along the base of the beautiful Red Mountain area with a large freeway that divides our community in half.

The results of either B or C will result in loss of privately owned land, some residences and/or business presently in place.

The DEIS shows that noise levels throughout all the developed areas of Boulder City would decrease with route D, improving the quality of life for all city residents. The through town routes would increase noise so much that they would require the construction of sound walls.

The DEIS clearly states Route D would have the least impact on views. As I stated, the increased noise that would result from the through-town routes would require the construction of sound walls that obstruct views of Lake Mead and create major eyesores. Highway lighting on the new through-town routes could cause nighttime glare in some residential areas.

Route D – because it would be constructed on a new right of way on the outskirts of town – would by far be the least disruptive during construction of the project, which is expected to take five years.

Not only would Route D provide a safer roadway to transport hazardous wastes by reducing traffic-related accidents, it would take this waste further from homes in the event that there was some type of incident.

The effect of Route D on recreation land would be less than a new through-town route.

Although all of the proposed routes would potentially have adverse impacts on businesses along the corridor, a severe long-term negative impact is unlikely to be caused by route D. Decreased congestion in Boulder City could result in increased local patronage to Boulder City businesses. Proper signage would direct the tourists, lake and dam traffic to our city.

In less than 5 years we will have a four lane bridge across the Colorado river below the Hoover Dam connecting to a four lane highway on the Arizona Side. The government has put this on the fast track. (April 15, paper). In 1997 61% of the citizen gave directions to the current and future city council that they desired a southern bypass to deal with the traffic issues which city, NDOT, and Federal Highway Administration have identified.

As Boulder City's elected officials, you are in a unique position to serve as the mouthpieces of your constituents. We feel that your participation in this process is critical and we ask that you provide your personal statements in support of the southern bypass today to be preserved in the public record. We also ask that you relay to the PMT, NDOT, and the Federal Highway Administration the clear and unequivocal direction of the citizens of Boulder City for a southern bypass to connect to the Hoover Dam bridge project.

Again, thank you for the opportunity to speak to you today. Like the Senator said, I urge your support for our efforts in the final weeks of public comment and hope that we are able to preserve the Boulder City we love for future generations.



Robert W. Merrett, M.D.

379 Avenue I
Boulder City, NV 89005

Page 1 of 1

C66

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:34 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:53 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 10, 2002 8:40 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: JoeMiller215@aol.com [mailto:JoeMiller215@aol.com]
Sent: Friday, May 10, 2002 8:37 AM
To: srawlins@dot.state.nv.us
Cc: admin@bouldercity.com
Subject: US/93 Bypass

I am in favor of Alternative C because I think it will still get people to come to our stores.

C66-4.12

I am opposed to Alternative D because it goes through Lake Mead's land and near Boy Scout Canyon where there are petroglyphs.

C66-2.62

Joe Miller
 664 Avenue H
 Boulder City, NV

05/10/2002

Response to Comment C66-4.12
 Preference for Alternative C noted.

Response to Comment C66-2.62

Alternative D will require the use of approximately 85 acres of LMNRA land. Specific measures to mitigate impacts on cultural resources will be included in a Memorandum of Agreement and Treatment Plan developed by NDOT and FHWA, in consultation with SHPO, ACHP, and interested Native American tribes.

C67

Page 1 of 1

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:34 PM
To: Koos, Elizabeth/SCO; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Micheel/LAS
Sent: May 10, 2002 11:51 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 8:40 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: JoeMiller215@aol.com [mailto:JoeMiller215@aol.com]
Sent: Friday, May 10, 2002 8:37 AM
To: rawlins@dot.state.nv.us
Cc: admin@bouldercity.com
Subject: US/93 Bypass

I am opposed to Alternative D because it will interfere with the view. | C67-2.63

I am in favor of Alternative C because it will be easier to get on and off the freeway. | C67-1.26

Joe Miller
684 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C67-2.63
Opposition to Alternative D noted.

Response to Comment C67-1.26
Preference for Alternative C noted.

Page 1 of 1

C68

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:34 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:51 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 8:41 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: JoeMiller215@aol.com [mailto:JoeMiller215@aol.com]
Sent: Friday, May 10, 2002 8:38 AM
To: rawlins@dot.state.nv.us
Cc: admin@boulder-city.com
Subject: US/93 Bypass

I am opposed to Alternative D because it costs more money.

I am for Alternative C because it costs less money.

C68-3.17

Joe Miller
 664 Avenue H
 Boulder City, NV

05/10/2002

Response to Comment C68-3.17

Opposition to Alternative D noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C69

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 10, 2002 12:35 PM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: US/93 Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 10, 2002 11:50 AM
To: Shoemaker, Patricia/SCO; Wittie, Jean/LAS
Subject: FW: US/93 Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 8:41 AM
To: Lasko, Michael/LAS
Subject: FW: US/93 Bypass

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: JoeMiller215@aol.com [mailto:JoeMiller215@aol.com]
Sent: Friday, May 10, 2002 8:38 AM
To: rawlins@dot.state.nv.us
Cc: admin@boulder-city.com
Subject: US/93 Bypass

I am opposed to the Alternative D because it will make it harder for me to go out into the desert. | C69-1.27

I am for Alternative C because that's where the road to the lake is and it should stay there. | C69-1.28

Joe Miller
664 Avenue H
Boulder City, NV

05/10/2002

Response to Comment C69-1.27
Refer to response to Comment C52-1.18.

Response to Comment C69-1.28
Preference for Alternative C noted.

04/24/02 18:13 FAX 7023691107

CH2M HILL

0033/034

C70

P. 4/18

P. 4/18

12th April 2002

Mr Daryl James
 NDOT Environmental Division
 1263 S Stewart St
 Carson City NV 89712

Dear Sir:

BOULDER CITY CORRIDOR STUDY

I live in Boulder City. My home and its value is not directly affected by any of the proposals.

This letter is to urge you to take the overall view of this project and choose the route that best serves everyone.

C70-4.13

I am worried, and somewhat ashamed, by the group opposing alternatives B and C. No matter how they dress up their public statements, this group is narrow-minded and utterly selfish. They are concerned only about their property values and to demonstrate that once again they can do whatever they want in Boulder City. The core of this group is a set of people known for their arrogance in dealing with others in Boulder City.

Hence, I would appreciate it if you recognized this well financed group for their real objectives and by doing so giving everyone else in Boulder City the benefit of the best route based upon greater considerations.

Sincerely,

G D Newbould
 2 Hillside Drive
 Boulder City NV 89005

Response to Comment C70-4.13

Comment noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C71

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
 Sent: May 09, 2002 10:13 AM
 To: Koos, Elizabeth/SCO; Shoemaker, Patricia/SCO
 Subject: FW: Boulder City Corridor

-----Original Message-----

From: Lasako, Michael/LAS
 Sent: May 09, 2002 8:21 AM
 To: Wittie, Jean/LAS
 Subject: FW: Boulder City Corridor

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
 Sent: May 09, 2002 6:42 AM
 To: Lasako, Michael/LAS
 Subject: FW: Boulder City Corridor

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Gerald Newbould [mailto:girgdn@yahoo.com]
 Sent: Tuesday, May 07, 2002 4:54 PM
 To: scrawlins@dot.state.nv.us
 Subject: Boulder City Corridor

Comment on BC Corridor Study:

I was a full professor of economics at age 31. I am now retired living in BC. I am not directly affected (e.g. value of home) by any of the proposals.

I have tried to look carefully at the pros and cons of alternatives A thru D by using the internet. I concentrated on trying to find the impact on communities that have experienced thru-routes (B & C) and bypasses (D).

On balance it would seem clearly that the best alternative would be to improve the existing US93. (I cannot differentiate between Alternatives B and C by studying other towns.) A bypass would seem to be a slow downhill economic slide for much of Boulder City.

Thank you, G D Newbould.

C71-4.14

Response to Comment C71-4.14

Economic impacts to businesses are discussed in Section 4.11 of Volume I of the FEIS. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C72

4/4/02

P

631 Mt. Antero Way
Boulder City, NV 89005
April 2, 2002

Mr. Daryl James
NDOT Environmental
1263 S. Stewart Street
Carson City, NV 89712

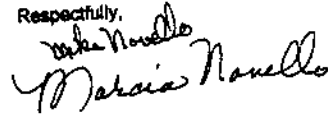
Dear Mr. James:

We are residents of Boulder City, Nevada, and wish to add our voices in unequivocal support of the construction of the southern truck bypass (alternative D) to accommodate traffic on the proposed new bridge below Hoover Dam.

C72-5.8

As you are aware, the majority of Boulder City residents support this alternative. Thank you!

Respectfully,



Mike and Marcia Novello

Response to Comment C72-5.8
Preference for Alternative D noted.

C73

Wittie, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 01, 2002 9:43 AM
To: Wittie, Jean/LAS
Subject: FW: Public Information Meeting at BOULDER CITY, 4/4/2002 4:00:00 PM

PTAR

-----Original Message-----
From: Rawlins, Scott
To: Lasko, Michael/LAS
Sent: 4/1/2002 9:42 AM
Subject: FW: Public Information Meeting at BOULDER CITY, 4/4/2002 4:00:00 PM

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: Archer, Felicia
Sent: Monday, April 01, 2002 8:14 AM
To: Rawlins, Scott
Subject: FW: Public Information Meeting at BOULDER CITY, 4/4/2002 4:00:00 PM

-----Original Message-----
From: info@dot.state.nv.us [mailto:info@dot.state.nv.us]
Sent: Friday, March 29, 2002 5:52 PM
To: Felicia Archer
Subject: Public Information Meeting at BOULDER CITY, 4/4/2002 4:00:00 PM

Subject: Public Information Meeting at BOULDER CITY, 4/4/2002 4:00:00 PM

Name: wendy osullivan
110 stone canyon ct.
702-656-2811
Email:

I don't believe the businesses in boulder city will be hurt if the southern route is adopted. The tourist will still drive over the dam and thru the city. It will however keep the trucks from coming thru town. This will make it easier for our tourist to drive thru town and enjoy the sites without the dangers of all the trucks

C73-4.15

Response to Comment C73-4.15

Comment and preference for Alternative D noted. Economic impacts to businesses are discussed in Section 4.11 of the FEIS.

C74

From: Lasko, Michael/LAS
Sent: May 10, 2002 7:30 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: Objection to South Corridor, Alternative D

-----Original Message-----
From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 10, 2002 6:21 AM
To: Lasko, Michael/LAS
Subject: FW: Objection to South Corridor, Alternative D

fyi

R. Scott Rawlins, P.E.

Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: R PAIGE [mailto:diablo63@msn.com]
Sent: Thursday, May 09, 2002 3:45 PM
To: srawlins@dot.state.nv.us
Cc: admin@bouldercity.com
Subject: Objection to South Corridor, Alternative D

My name is Gertrude L. Paige, Box 731, Diablo, CA 94528. I personally object to the installment of South Corridor, Alternative D. I, and my family are frequent visitors to the area and have family residing there. It would greatly interfere with our enjoyment of the national park, the beautiful surrounding desert landscape, and it would interfere with the present small town environment. It would affect the naturalness of the area. Consider the towns people - it's their home and their desires should be accommodated!

C74-2.64

The best idea is to upgrade the present Boulder City Bypass - less expense and happier Boulder City population!

Sincerely, G. L. Paige

Response to Comment C74-2.64
Opposition to Alternative D noted.

C75

Wittie, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 15, 2002 12:40 PM
To: Wittie, Jean/LAS
Subject: FW: Boulder City Study

-----Original Message-----

From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: April 15, 2002 11:01 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder City Study

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Larry Paige [mailto:lupa@hvcn.com]
Sent: Friday, April 12, 2002 7:05 AM
To: srawlins@dot.state.nv.us
Subject: Boulder City Study

As a resident of Boulder City, I want to endorse route D. Lawrence & Diane Paige | C75-5.9

Response to Comment C75-5.9
Preference for Alternative D noted.

04/15/2002

C76

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 9:29 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: Boulder City Study

-----Original Message-----

From: Laako, Michael/LAS
Sent: May 07, 2002 11:25 AM
To: 'Leslie_Paige@nps.gov'
Cc: 'srawline@dot.state.nv.us'
Subject: RE: Boulder City Study

Leslie,

Thank you for your response. We will share you comments with the Project Management Team.

Best Regards,

Michael S. Lasko, P.E.
 2000 East Flamingo Rd
 Las Vegas, NV 89119
 (702) 369-6904 ext. 217
 Fax No. (702) 369-1107
 mlasko@ch2m.com <mailto:mlasko@ch2m.com>

-----Original Message-----

From: Leslie_Paige@nps.gov [mailto:Leslie_Paige@nps.gov]
Sent: May 07, 2002 8:04 AM
To: Lasko, Michael/LAS
Subject: Boulder City Study

Forward Header

Subject: Boulder City Study
Author: Leslie Paige at NP-LAME
Date: 5/7/2002 10:51 AM

Comments on the Boulder City/US 93 Corridor

I am absolutely against Alternative D for these reasons:

1. We already have an existing bypass
2. Negative impacts on natural habitat
3. Negative impacts on desert recreation to the south of Boulder City
4. Negative impacts on the Boulder City Rifle and Gun Club
5. Shifting pollution and noise to the neighborhoods located in the south side of Boulder City where people chose NOT to build next to a bypass/freeway.
6. Negative cultural impacts to the AaHaKav tribe
7. Too expensive
8. Destroying pristine desert
9. Destroying gorgeous views of the Eldorado Valley and the Mountains beyond

C76-2.65

1

Response to Comment C76-2.65

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Refer to FEIS Section 2.3 for a description of the project history, and Sections 2.4 and 2.5 for background on the identification of alternatives.

This EIS is an environmental study looking at methods of best planning for roadway conditions on U.S. 93 in the design year of 2027. According to traffic projections, which are dependent upon the fast growth of the Las Vegas Valley and the region in general, continuing the existing detour of trucks through Laughlin will still produce an unacceptable level of traffic congestion in Boulder City. The Laughlin route was eliminated in the Hoover Dam Bypass EIS; therefore, it was not a consideration for this project.

10. Negative impacts on wildlife that is NOT impacted now.

Of the four alternatives presented I would prefer alternative B and C equally. My true preferred alternative would be Alternative E - send the traffic south through Laughlin. It seems to be working well now.

Thank you,

Leslie Paige
713 Avenue A
Boulder City, NV 89005
(702) 293-7026

C77

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 15, 2002 12:40 PM
To: Wittle, Jean/LAS
Subject: FW: Route "B" is the best choice!

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 15, 2002 11:06 AM
To: Lasko, Michael/LAS
Subject: FW: Route "B" is the best choice!

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: RAEON@aol.com [mailto:RAEON@aol.com]
Sent: Wednesday, April 10, 2002 8:34 PM
To: scrawlins@dot.state.nv.us
Subject: Route "B" is the best choice!

This is as important to us as the Yucca Mountain situation. Please forward this to the person who is keeping count. I chose "B". Improving the existing route through Boulder City.it cost the least amount of tax payers dollars and creates the least amount of environmental damage. It also keeps the air pollution in the Lake Mead valley, which is bigger than the Eldorado Valley. Save the tax payers money, chose route "B". Route "B" is the only way to go. Thanks, Angela Pestana 1516 Sandra Dr Boulder City , Nv. 89005 (702) 293-4076

C77-3.18

04/15/2002

Response to Comment C77-3.18

The potential environmental impacts associated with each alternative vary and, in some cases (air quality), the impacts are comparable among the alternatives (FEIS, Section 4.2.1). The estimated cost of Alternative B is less than for Alternatives C and D.

C78

Page 1 of 1

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: April 15, 2002 12:39 PM
To: Wittie, Jean/LAS
Subject: FW: my choice is route "B"

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: April 15, 2002 11:08 AM
To: Lasko, Michael/LAS
Subject: FW: my choice is route "B"

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: JosephGP@aol.com [mailto:JosephGP@aol.com]
Sent: Wednesday, April 10, 2002 8:19 PM
To: rawlins@dot.state.nv.us
Subject: my choice is route "B"

C78-3.19

Please forward this to the person who is keeping count. I chose "B". It cost the least tax payers dollars and creates the least amount of environmental damage. It also keeps the air pollution in the lake mead valley, which is bigger than the Eldorado Valley. Save the tax payers money, chose route "B". Route "B" is the only way to go. Thanks, Joseph Pestana 1516 Sandra Dr Boulder City , Nv. 89005 (702) 293-4076

04/14/2002

Response to Comment C78-3.19

The potential environmental impacts associated with each alternative vary and, in some cases (air quality), the impacts are comparable among the alternatives (FEIS, Section 4.2.1). The estimated cost of Alternative B is less than for Alternatives C and D.

C79

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 15, 2002 12:40 PM
To: Wittle, Jean/LAS
Subject: FW: Alternate route "B" should be the choice

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 15, 2002 11:05 AM
To: Lasko, Michael/LAS
Subject: FW: Alternate route "B" should be the choice

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Pestana Joseph Civ 57 OSS/OSW
[mailto:Joseph.Pestana@nellis.af.mil]
Sent: Wednesday, April 10, 2002 10:58 PM
To: 'scrawlins@dot.state.nv.us'
Subject: Alternate route "B" should be the choice

Another reason to pick Route "B" is because it already exists. People along the route are already acclimated to vehicles. After all, they did purchase next to the Highway. Thanks

C79-3.20

Response to Comment C79-3.20
Comment noted.

C80

From: Lasko, Michael/LAS
Sent: May 10, 2002 7:31 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: public comment

-----Original Message-----
From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 10, 2002 6:18 AM
To: Lasko, Michael/LAS
Subject: FW: public comment

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: LUREDCTOR@aol.com [mailto:LUREDCTOR@aol.com]
Sent: Thursday, May 09, 2002 4:14 PM
To: rawlins@dot.state.nv.us
Subject: public comment

My husband and I wish to give our support to route D. We moved to Boulder City with our 3 small children, for it's clean, quiet, small town atmosphere. We feel a 7 lane freeway through town would not be conducive to that lifestyle. We also feel tourists who wish to visit Lake Mead, Hoover Dam, and Boulder City, will still do so, while the traffic, and "Big Rigs" that just want to go through to AZ., could divert around the city.
We didn't have much choice on the bridge, we knew that the traffic on the damn needed to be elevated, but I hope all public comments are really taken into great consideration when it comes to what the citizens of Boulder City want. We hope that NDOT wants to work with the people of Boulder City, and give us what we love most about it, our small, quiet, clean town to stay the way it is.

C80-2.66

Thank you,
Joseph & Dominique Pfeiffer
502 Raini Pl.
Boulder City, NV,
89005

Response to Comment C80-2.66 Preference for Alternative D and comments noted.

C81

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 01, 2002 8:03 AM
To: Wittle, Jean/LAS
Subject: FW: Boulder city/US93 corridor study

FTAR

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 01, 2002 7:25 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder city/US93 corridor study

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Rjpancmap@aol.com [mailto:Rjpancmap@aol.com]
Sent: Friday, March 29, 2002 8:52 AM
To: scrawlins@dot.state.nv.us
Subject: Re: Boulder city/US93 corridor study

We believe that the southern bypass should be built with only entrances and exits at Railroad Pass and the Hacienda hotel. No other exits or entrances such as Buchanan and Nevada Highway. It should also be sunken if possible to cut out the noise such as 215 through Henderson. We do not want to see those ugly sound walls they put up along 215 through Henderson. Thank you.
 Richard
 and Margaret Fhegley, Boulder City Residents

C81-1.29

Response to Comment C81-1.29

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit and emergency access at Buchanan Boulevard.

A depressed roadway profile is not envisioned for Alternative D because of drainage considerations, particularly near the foothills of the Eldorado Mountains (see Drainage section of the Preliminary Engineering Report). Sound walls are not proposed with Alternative D.

1

C82

Page 1 of 2

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 01, 2002 8:00 AM
To: Wittle, Jean/LAS
Subject: FW: US 93 alignment

FTAR

-----Original Message-----
From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 01, 2002 7:04 AM
To: Lasko, Michael/LAS
Subject: FW: US 93 alignment

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: ed pitchford [mailto:beced98@yahoo.com]
Sent: Sunday, March 31, 2002 1:12 PM
To: scrawlins@dot.state.nv.us
Cc: Louise Sitton; Dennis Speer
Subject: US 93 alignment

We are twenty-five year residents of Boulder City and won't be able to attend the public meetings to discuss the proposed routes.

We feel the Southern route is the best for Boulder City. It would preserve the small town enviroment that attracted most of the residents to Boulder City.

C82-2.67

Thank you,

Ed & Judy Pitchford
800 Marina Drive
Boulder City, NV 89005

Do You Yahoo!?

04/15/2002

Response to Comment C82-2.67
Support for Alternative D and comment noted.

C83

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 10:18 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: BC Corridor

-----Original Message-----
From: Laako, Michael/LAS
Sent: May 09, 2002 8:20 AM
To: Wittie, Jean/LAS
Subject: FW: BC Corridor

-----Original Message-----
From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 09, 2002 6:40 AM
To: Laako, Michael/LAS
Subject: FW: BC Corridor

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----
From: Barbara E. Raulston [mailto:bellene@juno.com]
Sent: Wednesday, May 08, 2002 9:52 PM
To: rawlins@dot.state.nv.us
Cc: jkahl@nevada.com
Subject: BC Corridor

As a resident of Boulder City, I favor Alternative B for the Boulder City corridor route. I feel this alternative has the least impact on the environment, as it follows the route of an already existing highway. This existing highway was termed the "Bypass" when it was built too, and residential development soon followed. We should not allow those who built/bought homes near an existing highway to dictate when and where to move it now that the time has come to improve it. No to Alternative D, Yes to Alternative B!
 Barbara Raulston
 725 New Mexico St.
 Boulder City, NV
 89005
 702-293-4714

C83-2.68

Response to Comment C83-2.68

Support for Alternative B, opposition to Alternative D, and associated comments noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on: 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C84

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
 Sent: May 09, 2002 10:18 AM
 To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
 Subject: FW: bc corridor

-----Original Message-----
 From: Lasko, Michael/LAS
 Sent: May 09, 2002 8:19 AM
 To: Wittie, Jean/LAS
 Subject: FW: bc corridor

-----Original Message-----
 From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
 Sent: May 09, 2002 6:39 AM
 To: Lasko, Michael/LAS
 Subject: FW: bc corridor

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----
 From: Barbara E. Raulston [mailto:bellene@juno.com]
 Sent: Wednesday, May 08, 2002 9:52 PM
 To: scrawlins@dot.state.nv.us
 Cc: jkabl@nevada.edu
 Subject: bc corridor

As a resident of Boulder City, I feel I am being misrepresented by the Boulder City Corridor Committee. I do NOT favor Alternative D! I think Alternative B is the best choice for many reasons. The main reason is that ALTERNATIVE B IS ALREADY A HIGHWAY. I feel the Committee is exerting undue influence on this process, and on the Project Management Team. The BC Corridor Committee has requested, and has been granted one-on-one meetings with all representatives of the PMT. As an individual citizen who favors an alternative other than Alternative D, I would like a "one-on-one" meeting with all the members of the PMT also...or at the very least, more public hearings and more time for the less affluent and less politically connected citizens of Boulder City to be educated on this issue.
 Barbara Raulston,
 725 New Mexico St...
 Boulder City, NV 89005
 702-293-4714

C84-3.21

Response to Comment C84-3.21

NDOT, at the direction of the PMT, attended meetings with many Boulder City associations, civic groups, businesses, city councils, Elks Lodge, Chamber of Commerce, homeowner associations, and other interested parties to discuss the development of the DEIS and FEIS. Additionally, the PMT has invited the public to attend two open houses and a public hearing on the DEIS. An additional presentation was made to the Boulder City Bypass Coalition at a meeting that was open and announced to the general public.

C85

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 10:14 AM
To: Koos, Elizabeth/SCO; Shoemaker, Patricia/SCO
Subject: FW: BC corridor 1

-----Original Message-----
From: Lasko, Michael/LAS
Sent: May 09, 2002 8:20 AM
To: Wittie, Jean/LAS
Subject: FW: BC corridor 1

-----Original Message-----
From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 09, 2002 6:41 AM
To: Lasko, Michael/LAS
Subject: FW: BC corridor 1

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----
From: Barbara E. Raulston [mailto:bell4@juno.com]
Sent: Wednesday, May 08, 2002 9:53 PM
To: rawlins@dot.state.nv.us
Cc: jkahl@nevada.com
Subject: BC corridor 1

I am a resident of Boulder City and I favor Alternative B, not Alternative D. I do not want a major highway going through the Lake Mead National Recreation Area. This area is growing at an alarming rate, we cannot allow the Lake Mead NRA to be compromised, it will only make it easier for it to happen again and again in the future. C85-2.69

Thank You,
 Barbara Raulston
 725 New Mexico St.
 Boulder City, NV
 89005

1

Response to Comment C85-2.69

Support for Alternative B and opposition to Alternative D noted. See FEIS Chapter 4, Section 4.9, for a discussion of Land Use impacts and mitigation for all of the alternatives.

C86

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: April 30, 2002 5:08 PM
To: Wittie, Jean/LAS
Subject: FW: Boulder City Study

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: April 30, 2002 2:39 PM
To: Lasko, Michael/LAS
Subject: FW: Boulder City Study

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Sandra Reuther [mailto:reuthers@pclv.com]
Sent: Thursday, April 25, 2002 5:43 PM
To: rawlins@dot.state.nv.us
Subject: Boulder City Study

We hope you decide not to build any route to the new bridge at Hoover dam. We vote the NO BUILD option. The Southern route will affect those people who chose to live in the more quiet part of town. Let the truck traffic continue to Laughlin. C86-2.70

Jason Reuther
536 Birch Street
Boulder City NV 89005

Response to Comment C86-2.70
Preference for Alternative A noted.

C87

Wittie, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 01, 2002 8:02 AM
To: Wittie, Jean/LAS
Subject: FW: DEIS opinion

PTAR

-----Original Message-----
From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: April 01, 2002 7:26 AM
To: Lasko, Michael/LAS
Subject: FW: DEIS opinion

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: Sandra Reuther [mailto:reuthers@pclv.com]
Sent: Friday, March 29, 2002 8:02 AM
To: rawlins@dot.state.nv.us
Subject: DEIS opinion

I am sorry the north route was eliminated from the DEIS.

I am for the 'no build' option now. Hopefully the state will realize Boulder City would be better off with the upgrade to 95 and the trucks going down south there instead of across a new bridge.

C87-6.12

Then, hopefully, the state could convince the federal government not to build the new bridge. It is unnecessary to spend the money on a new bridge for truck traffic.

I hope you will consider this option very seriously. Nice web site. Thanks.

Sandra Reuther
536 Birch
Boulder City NV 89005

11

Response to Comment C87-6.12
Comment noted.

C88

Reuther NO BUILD.txt

From: Lasko, Michael/LAS
Sent: May 10, 2002 7:30 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: NO BUILD option preferred for highway to bridge

-----Original Message-----
From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 10, 2002 6:20 AM
To: Lasko, Michael/LAS
Subject: FW: NO BUILD option preferred for highway to bridge

fyi

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----
From: Sandra Reuther [mailto:reuthers@pc1v.com]
Sent: Thursday, May 09, 2002 3:45 PM
To: srawlins@dot.state.nv.us
Subject: NO BUILD option preferred for highway to bridge

I hope you will count me in for the NO BUILD option for the route to the new bridge on the Colorado near Hoover Dam.

C88-5.10

I don't like the other routes. I like the northern route you eliminated that didn't even come into the El Dorado Valley.

S. Louise Reuther
536 Birch
Boulder City NV

Page 1

Response to Comment C88-5.10
Preference for Alternative A noted.

C89

Wittle, Jean/LAS

From: Lasko, Michael/LAS
Sent: April 15, 2002 12:41 PM
To: Wittle, Jean/LAS
Subject: FW: Boulder City Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: April 15, 2002 10:57 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder City Bypass

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: Martin Rihel [mailto:msreal@msn.com]
Sent: Friday, April 12, 2002 3:22 PM
To: scrawlins@dot.state.nv.us
Subject: Boulder City Bypass

Mr. Scott Rawlins

I attended the public meeting on the Boulder City/US 93 Corridor Study last week and voted for Alternative D. C89-2.71
 After further consideration and physically exploring the proposed Southern Bypass (Alternative D) I wish to voice my objections to that route and vote in favor of C, the New Through Town Alignment. Considering the additional cost and disturbing so much additional desert land I think Alternative C is the better choice.
 My real choice would be that the Bridge and connecting roads be built further south so that Boulder City would not be impacted at all. The Laughlin route is really the best way to go, especially since US 95 is already going to be widened. C89-6.13

REGARDS
 Martin S. Rihel
 1454 Bronco Road
 Boulder City, NV 89005-3104
 Phone 702-293-3824

1

Response to Comment C89-2.71

Support for Alternative C has been noted. Alternative C would cost \$220 million and be 17.7 km (11 miles) in length, whereas Alternative D would cost \$345 million and be 24 km (15 miles) in length.

Response to Comment C89-6.13

Comment noted.

gfa

C90

P

April 4, 2002

Daryl N. James, P.E. Chief
Environmental Services Division
Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Re: Junction of SR 163 north on U.S. 95 to U.S. 93

Dear Mr. James:

C90-6.14

I am a resident of Bullhead City, AZ and travel this route many times to Henderson and Las Vegas, NV for doctor's appointments, shopping, airport etc. and that stretch of road has always been very hazardous and has had many deadly accidents including our best friend's "Only" son and now since the September 11th ordeal and the Hoover Dam detour it has gotten even worse and I can tell you many, many other stories about people passing large trucks and vehicles coming the other direction and so many "Almost" collisions and another deadly one that my husband and I witnessed a couple of weeks ago coming back from the airport which killed a small child. This stretch of road is traveled by so many people from Laughlin/Bullhead area and now with all of the detoured trucks it desperately needs to be a 4 lane with a center median. How many more people have to die before something is done. At the rate we are going we are going to be up with the number that was lost on September 11. I plead with your agency to do something and do it as fast as you can.

Sincerely,

Sandie Rock
Sandie Rock
537 Riverfront Drive
Bullhead City, AZ 86442

Response to Comment C90-6.14
Comment noted.

C91

Koos, Elizabeth/SCO

Subject: FW: Corridor

-----Original Message-----

From: Dasnlv@aol.com [mailto:Dasnlv@aol.com]

Sent: Monday, April 08, 2002 9:10 AM

To: srawlins@dot.state.nv.us

Subject: Corridor

Dear Sir or Madam:

We are residents of our historical town of Boulder City. We have been, and still are absolutely appalled at the idea of running the corridor traffic directly through our town. If any one directly involved in making any kind of decision actually lived in Boulder City, for any length of time, then they would without a doubt be AGAINST having the corridor come directly through town. We are a peacefully, quiet and clean community with pride and commitment to keeping it that way. Bringing more traffic as well as noise and pollution from the large number of trucks that will pass through on the corridor will definitely destroy what we value most. Please do not destroy the very reasons why many of us have chosen to live here. We ask of you to please make the right and only fair decision to build the corridor around our city. Plan D, the southern route should be the only plan.

C91-1.30

Thank you for your time.

Mike and Debby Scholl
894 Fire Agate Dr.
Boulder City, NV 89005
(dasnlv@aol.com)

05/15/2002

Response to Comment C91-1.30

Chapter 4 of the FEIS details the environmental impacts of noise and air quality degradation of all four alternatives. Table 4-3 shows that seven receptors for Alternative B and nine receptors for Alternative C would experience noise levels that approach or exceed the Noise Abatement Criteria (NAC), while Alternative D contains one receptor that exceeds the NAC. None of the alternatives, however, would exceed National Ambient Air Quality Standards (NAAQS). Preference for Alternative D noted.

C92

Koos, Elizabeth/SCO

Subject: FW: BC/US 93 Corridor Study

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]

Sent: May 13, 2002 6:36 AM

To: Lasko, Michael/LAS

Subject: FW: BC/US 93 Corridor Study

FYI

R. Scott Rawlins, P.E.

Project Manager

Nevada Dept. of Transportation

1263 S. Stewart St.

Carson City, NV 89712

Ph: (775) 888-7317

Fax: (775) 888-7322

-----Original Message-----

From: wilesjf [mailto:wilesjf@email.msn.com]

Sent: Friday, May 10, 2002 4:55 PM

To: scrawlins@dot.state.nv.us

Subject: BC/US 93 Corridor Study

Boulder City Resident/Public Comments to BC/US 93 Corridor Study:

Recommendation: ALTERNATIVE A. NO BUILD ALTERNATIVE.

Instead of Alternatives B-C-D, the Project should improve the river crossing in Laughlin, NV and improve US 95 to handle the traffic.

C92-6.15

Additionally, the Draft EIS does NOT integrate data and the environmental assessment if and when, Alternative D is approved and traffic continues through Boulder City on the existing highways. Therefore, the conclusions in Table ES 1- Summary of Impacts and Mitigation- are inaccurate.

C92-1.31

Sincerely,

/s/ 05/10/02 at 4:53pm

Mary Shope

P.O. Box 61756

Boulder City, NV 89006

(702) 293-1599

mshope@law.uoregon.edu

05/14/2002

Response to Comment C92-6.15
Comment noted.

Response to Comment C92-1.31
The DEIS and FEIS contain a full and complete disclosure of the potential environmental impacts of all project alternatives.

Add

C93

P
4/20/07

LETTER TO THE EDITOR – BOULDER CITY NEWS

Editor:

A letter in last week's edition muddled the most important issues regarding the Boulder City/U.S. 93 Corridor Study and arrived at conclusions that have no basis in fact. The writer suggested that Route D would result in a corridor lined with fast food establishments, gas stations, etc. This type of situation is exactly what Route D, the Southern Bypass, would avoid.

C93-1.32

A review of the DEIS shows clearly that Route D's only ingress and egress points are at the extreme ends of the bypass far from the developed areas of the city. Route D, therefore, would foreclose any opportunity for pass-through drivers and truckers to exit in the middle of town. Lest there be any doubt, the study states clearly, on the very page cited in last week's letter, that "because no access would be available along Alternative D, a shift in traffic-related commercial development would not be anticipated."

When the study explains why long-term adverse impacts are unlikely, noting that uses of the "corridor" would change, it is talking about the existing corridor. What the study says is if the Southern Bypass were built, new types of businesses catering to locals and destination travelers would, over time, replace the traffic-related businesses along the present through town road. If U.S. 93 stays in the middle of town, increased traffic in the coming years would result in more and more freeway-related businesses popping up in town, rotting Boulder City's ambience from the inside out. Therefore, a closer look at the DEIS reveals that the through-town routes would have the exact result last week's writer is trying to avoid.

C93-4.16

Finally, my reading of the DEIS is that the only point it makes regarding Boulder City's control over land is that the future growth of the City's economy will be much more impacted by the City's land use decisions than the construction of the southern bypass. That means Boulder City's proximity to growth areas and its tourist attractions mean that Boulder City has the luxury of deciding whether it wants to grow and how it wants to grow. I personally would rather have our mayor and council – who are locally elected – make these decisions, than be stuck with a through-town route that will leave us little choice of what kind of growth we will have.

→ The Southern Bypass is by far the superior choice for Boulder City.

Mike Siton
Resident and Business Owner
1300 Arizona Street
Boulder City, NV 89005

Response to Comment C93-1.32
Comment noted.

Response to Comment C93-4.16
Preference for Alternative D noted.

C94

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 09, 2002 10:11 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: boulder city by-pass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 09, 2002 8:25 AM
To: Wittie, Jean/LAS
Subject: FW: boulder city by-pass

-----Original Message-----

From: Rawlins, Scott [mailto:rawlins@dot.state.nv.us]
Sent: May 09, 2002 6:56 AM
To: Lasko, Michael/LAS
Subject: FW: boulder city by-pass

FYI

R. Scott Rawlins, P.E.

Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Michael Sitton [mailto:msitton@ivcm.com]
Sent: Sunday, May 05, 2002 1:04 PM
To: rawlins@dot.state.nv.us
Subject: boulder city by-pass

Use alternative D

| C94-5.11

MICHAEL SITTON

Response to Comment C94-5.11
Preference for Alternative D noted.

C95

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: March 19, 2002 1:09 PM
To: 'W&E Smith Foundation'
Cc: Wittie, Jean/LAS; 'srawlins@dot.state.nv.us'
Subject: RE: Boulder City

Thank you Bill for your input into the process.

Regards

-----Original Message-----

From: W&E Smith Foundation [mailto:wandefdn@ivcm.com]
Sent: March 19, 2002 12:05 PM
To: Lasko, Michael/LAS
Subject: Boulder City

Alternative D is the only reasonable alternative.

At least 99% of the vehicles on this section of 93 have no interest in Boulder City, Alternative D does not impede traffic as does any of the other alternatives..

C95-1.33

At least 99% of the residents of Boulder City derive no benefit from traffic through town.

Alternative D solves the traffic problem with virtually no adverse impact on Boulder City.

Bill Smith

05/14/2002

Response to Comment C95-1.33

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

In an Origin and Destination Study conducted in March 2000 at Veterans Memorial Drive, 43 percent of the 2,200 vehicles surveyed had a destination of Lake Mead, Hoover Dam, or Arizona, while 57 percent had a destination of Boulder City. Of those traveling beyond Boulder City, approximately 25 percent planned on stopping in Boulder City for food, gas, or other reasons.

As noted in Section 4.11.1 of the DEIS, a study of the likely impacts of a southern bypass, such as Alternative D, on Boulder City's local economy was also conducted in March 2000. The study concluded, in part, that a potential exists for a 5 percent loss in total sales and a 4 percent loss in total employment in Boulder City from implementation of Alternative D. This negative impact, however, could be counteracted to some extent by other positive influences resulting from increased mobility and reduced truck traffic in town, as well as from construction of proposed golf course developments, ongoing redevelopment of the historic downtown area, and Boulder City's proximity to the fast-growing areas of Henderson and Las Vegas.

04/24/02 10:10 FAX 7023921107

CH2M HILL

024/034

C96

April 15, 2002

The following is a letter we sent to the Boulder City News.

Editor:

We are alarmed that some residents of Boulder City are still ignoring the inevitable. Comments made at the U.S. 93 Corridor Study Public Hearing and items we have read in the paper suggest that some residents still believe the recent diversion of truck traffic through Laughlin is something that can be sustained over the long term and that the Hoover Dam bypass project and Boulder City/U.S. 93 Corridor project will simply vanish.

We have kept close track of the developments surrounding our highway project. As much as we also would like to see a long term diversion of traffic through Laughlin, we have neither seen, heard or read anything to suggest that this is possible. Harry Reid, the number two person in the U.S. Senate, has told Boulder City residents publicly that the Hoover Dam bridge project is not only moving forward, but is being sped up as a result of the events of September 11 and that support for this in Congress is widespread. Reports in the news have further confirmed this. The bridge project has been in the making for decades and many millions of dollars have been spent to get the project to a point where construction will begin shortly. In other words: it's going to happen folks! In addition, NDOT and the Federal Highway Administration have expended a great deal of effort and expense on the Boulder City/U.S. 93 Corridor Project. They would not do this unless they were serious. Every indication points to the fact that both projects will be built. There is nothing to suggest that they won't.

As a result, those residents who think these projects will go away are in denial. The worst possible scenario is that this denial will result in no corridor project being built. If this were to happen, five or six years from now trucks will begin streaming across the new bridge. Instead of being diverted around the city along the Southern Bypass, they will come through the middle of our town on an inadequate road that will be more clogged than anything we have experienced in the past.

We own two businesses directly affected by Boulder's local economy and believe that Boulder will be a much better place to live and visit without the highway or traffic jam through town. Would Sedona be a better place to visit with a super highway running through its center? The clear choice, supported by an overwhelming majority of residents and the findings in the draft environmental study, is that Route D is by far the superior alternative. We all need to rally behind Route D, as the other alternatives are simply unacceptable.

Rob and Gretchen Steensen
1307 Alpine Drive
Boulder City, NV
293-7430

Response to Comment C96-3.22

Design of the Hoover Dam Bypass Project is underway. Four alternatives are evaluated in the FEIS, including Alternative A (No Build) and three build alternatives. Action on the project by NDOT and FHWA is pending completion of the environmental documentation and process.

This EIS is an environmental study looking at methods of best planning for roadway conditions on U.S. 93 in the design year of 2027. According to traffic projections, which are dependent upon the fast growth of the Las Vegas Valley and the region in general, continuing the existing detour of trucks through Laughlin will not provide an acceptable level of traffic congestion in Boulder City. The Laughlin route was eliminated in the Hoover Dam Bypass; therefore, it was not a consideration in this project.

Response to Comment C96-4.17

Comment and preference for Alternative D noted.

C97

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
 Sent: May 09, 2002 8:25 AM
 To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
 Subject: FW: SUN BUGLE

-----Original Message-----
 From: Lasko, Michael/LAS
 Sent: May 09, 2002 8:24 AM
 To: Wittie, Jean/LAS
 Subject: FW: SUN BUGLE

-----Original Message-----
 From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
 Sent: May 09, 2002 6:46 AM
 To: Lasko, Michael/LAS
 Subject: FW: SUN BUGLE

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----
 From: Suthm@aol.com [mailto:Suthm@aol.com]
 Sent: Monday, May 06, 2002 8:24 PM
 To: scrawlins@dot.state.nv.us
 Subject: SUN BUGLE

Plan C or B.

| C97-5.12

1

Response to Comment C97-5.12

Comment noted. Alternative D has been identified as the preferred alternative because it meets the purpose and need of the project and because of its broad public and agency acceptance based on:

- 1) comments received on the DEIS; 2) less noise, air quality, and visual impacts to the City of Boulder City compared to the other build alternatives; 3) less disruption of the existing corridor during construction than any of the other build alternatives; 4) provision for flexible staging of construction to match funding availability; and
- 5) maintenance of and probable improvements to the quality of life of the residents of Boulder City. FHWA has determined that the construction of Alternatives B and C would result in significant, adverse social and environmental impacts on Boulder City that would be avoided with Alternative D. A detailed discussion of the screening criteria used to identify the preferred alternative is in Section 2.6 of Volume I of the FEIS.

C98

Koos, Elizabeth/SCO

From: Lasko, Michael/LAS
Sent: April 08, 2002 1:41 PM
To: Wittie, Jean/LAS
Subject: FW: Support Alternative D for Boulder City/U.S. 93 Corridor

fyi

-----Original Message-----

From: Rawlins, Scott [mailto:scraw@ins@dot.state.nv.us]
Sent: April 08, 2002 1:41 PM
To: Lasko, Michael/LAS
Subject: FW: Support Alternative D for Boulder City/U.S. 93 Corridor

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1263 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Ron Therrien [mailto:ront@marlindex.com]
Sent: Wednesday, April 03, 2002 5:16 PM
To: scrawlins@dot.state.nv.us
Subject: Support Alternative D for Boulder City/U.S. 93 Corridor

Dear Mr. Rawlins:

C98-1.34 We are residents of Bella Vista in Boulder City and we want to express to you our strong support for Alternative D as the least disruptive and safest alternative for all residents of Boulder City. Please consider the noise, air pollution and adverse visual impact to us and others in Boulder City in making the selection of the Boulder City/U.S. 93 Corridor.

Respectfully,
Ron and Mary Jane Therrien

05/14/2002

Response to Comment C98-1.34
Preference for Alternative D noted.

Response to Comment C98-2.72
Preference for Alternative D noted.

C99

Mary Jane Therrien
593 Malaga Court
Boulder City, Nevada 89005

P

April 4, 2002

Mr. Daryl James
NDOT Environment Division
1263 S. Stewart
Carson City, NV 89712

Dear Mr. James:

As a homeowner in the Bella Vista Subdivision of Boulder City we strongly support Alternative "D" the Southern Bypass Route for the Boulder City/U.S. 93 Corridor.

C99-2.73

This alternative is by far the least disruptive and safest for all residents of Boulder City. We are not only concerned with the noise, air pollution and ugliness, but also the danger posed by the large number of trucks that will use this highway transporting all types of cargo including nuclear waste.

We kindly request your support for the selection of the Alternative D.

Very truly yours,

Mary Jane Therrien
Mary Jane Therrien

Response to Comment C99-2.73

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

C100

P

Daryl James
 NDDOT Environment Division
 1263 S. Stewart
 Carson City, NV 89712

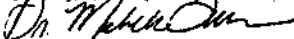
April 4, 2002

Dear Sir or Madam,

C100-2.74 As a resident of Boulder City, I am writing to express my strong support for Alternative D, the southern bypass project. All of the other projected routes seem to pose a serious threat to the present and future quality of life of residents in our city.

C100-6.16 I would also like to register my concern for the overall impact of this project, regardless of the alternative decided upon. Won't these proposals just create a further bottleneck situation at the dam? Why not widen 95 southbound to provide a viable alternative into Arizona rather than create a situation where the dam will be put under further strain from traffic- not to mention create a security nightmare since more vehicles than ever would be trying to get to the dam? I think we should discourage commercial use of the dam (i.e. trucks) for passage to the south. A new bypass would only encourage potentially dangerous vehicles to use the dam as a crossing. Needless to say, this should be of particular concern in these times of increased threats from terrorism. Thank you for your time.

Sincerely,



Dr. Michelle Tusan
 Professor of History
 University of Nevada Las Vegas

636 Granada Drive
 Boulder City, NV 89005

Response to Comment C100-2.74

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment C100-6.16

Comment noted.

C101

Koos, Elizabeth/SCO**Subject:** FW: comments regarding the DEIS for the Boulder City Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]**Sent:** May 10, 2002 6:19 AM**To:** Lasko, Michael/LAS**Subject:** FW: comments regarding the DEIS for the Boulder City Bypass

fy

R. Scott Rawlins, P.E.

Project Manager

Nevada Dept. of Transportation

1263 S. Stewart St.

Carson City, NV 89712

Ph: (775) 888-7317

Fax: (775) 888-7322

-----Original Message-----

From: chantell walter [mailto:chani2004@hotmail.com]**Sent:** Thursday, May 09, 2002 4:07 PM**To:** scrawlins@dot.state.nv.us**Subject:** comments regarding the DEIS for the Boulder City Bypass

I am a Boulder City resident, and I am completely opposed to Alternative D for the following reasons:

- 1) There are clearly much greater negative impacts to the natural environment from Alternative D,
- 2) Alternative D would shift all of the pollution immediately down wind of the town,
- 3) It is fundamentally unfair to allow a well connected and influential minority who knowingly moved next to the existing bypass to relocate it to a pristine, undisturbed area,
- 4) Alternative D would lead to adverse impacts on cultural and natural resources, and would also have a huge impact on a relatively wild desert area,
- 5) Alternative D is ridiculously more expensive, both economically and ecologically, than the other alternatives,
- 6) It will damage the unhindered aesthetically pleasing view of the Eldorado Valley and mountains beyond,
- 7) The wild desert area, in which this proposed route would mar, would most likely be built up in the near future, leading to more homes, businesses, and population growth, creating a metropolis with Henderson and Las Vegas

I prefer Alternative C, because it would remedy the current situation by providing a bypass, but it would also lead to minimal disturbance of the natural environment and historical integrity of the town.

Thank you for your consideration.
 Chantell Walter
 620 Ave. L
 Boulder City, NV 89005

05/14/2002

Response to Comment C101-2.75

The impacts resulting from implementation of all three build alternatives, and the no build alternative, have been reviewed in some detail in the FEIS. Impacts to the human environment as experienced by the residents of the City of Boulder City would generally be least upon the enactment of Alternative D, while it would have the greatest impact on relatively undisturbed desert habitat.

There is no evidence that urban expansion to the south of the City of Boulder City, if it occurred, would be accelerated by the enactment of Alternative D. By local statute, the expansion of the City is constrained to a low annual rate and subject to the review and approval of the appropriate regulatory and planning agencies.

Potential adverse effects to historic properties prior to mitigation would occur from the enactment of any of the build alternatives, but impacts to historic properties from the enactment of the preferred Alternative D would be somewhat less. The relative impact on undeveloped lands outside the City of Boulder City is greatest with the implementation of Alternative D. These are desert lands that have witnessed much incursion and development in the last century. The area is crisscrossed with access roads, utility rights-of-way, facilities such as the sewage treatment plant and the City landfill, and casual-use tracks and trails.

Visual impacts resulting from the implementation of Alternative D, as well as the other alternatives, have been analyzed in the FEIS. Certain viewsheds from recreational and undeveloped lands would be impacted more from Alternative D, but the viewsheds of the residents of the City of Boulder City would be least impacted by the preferred alternative.

Preference and basis for preference noted.

C102

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 13, 2002 10:13 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: Boulder City Corridor Study

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 13, 2002 8:26 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: Boulder City Corridor Study

-----Original Message-----

From: Rawlins, Scott [mailto:srawlins@dot.state.nv.us]
Sent: May 13, 2002 6:35 AM
To: Lasko, Michael/LAS
Subject: FW: Boulder City Corridor Study

FYI

R. Scott Rawlins, P.E.
 Project Manager
 Nevada Dept. of Transportation
 1263 S. Stewart St.
 Carson City, NV 89712
 Ph: (775) 888-7317
 Fax: (775) 888-7322

-----Original Message-----

From: wilesjf [mailto:wilesjf@email.msn.com]
Sent: Friday, May 10, 2002 5:04 PM
To: srawlins@dot.state.nv.us
Subject: Boulder City Corridor Study

Mr. Rawlins:

Please accept the following as my comments on the Boulder City/U.S. 93 corridor study.

C102-1.35

1. The EIS does not address or consider the impacts of on/off ramps. Each route should be considered and compared using likely on/off ramp sites.
2. If alternative "D" is built, the likelihood of continued traffic along existing routes is not fully evaluated.

Thank you for your consideration.

John F. Wiles

05/14/2002

Response to Comment C102-1.35

A traffic report was written in support of the DEIS, which is available as an appendix to the Engineering Report. The traffic analysis addresses traffic impacts for individual system elements and systemwide effects. Such an approach accounts for ingress/egress conditions.

C103

Koos, Elizabeth/SCO

From: Wittie, Jean/LAS
Sent: May 13, 2002 10:12 AM
To: Shoemaker, Patricia/SCO; Koos, Elizabeth/SCO
Subject: FW: BC Bypass

-----Original Message-----

From: Lasko, Michael/LAS
Sent: May 13, 2002 8:25 AM
To: Wittie, Jean/LAS; Shoemaker, Patricia/SCO
Subject: FW: BC Bypass

-----Original Message-----

From: Rawlins, Scott [mailto:scrawlins@dot.state.nv.us]
Sent: May 13, 2002 6:36 AM
To: Lasko, Michael/LAS
Subject: FW: BC Bypass

FYI

R. Scott Rawlins, P.E.
Project Manager
Nevada Dept. of Transportation
1293 S. Stewart St.
Carson City, NV 89712
Ph: (775) 888-7317
Fax: (775) 888-7322

-----Original Message-----

From: Draigen@aol.com [mailto:Draigen@aol.com]
Sent: Friday, May 10, 2002 4:30 PM
To: scrawlins@dot.state.nv.us
Subject: BC Bypass

To Whom It May Concern,
I am strongly opposed to this proposal, it will be detrimental to Boulder City and the lands that surround it. C103-2.76

Jennifer Wood
639 Ave H
Boulder City, NV 89005

05/14/2002

Response to Comment C103-2.76
Comment noted.

C104

P

of 4/4

April 3, 2002

Daryl N. James, P.E.
Chief, Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Dear Mr. James:

I heartily approve of the widening of US 95 to four travel lanes from SR 163 to the junction of US 95/US 93. It is a project that should have been done years ago.

C104-6.17

Everyone I speak to comments on the dangers of that strip of highway. I drive it often enough to have seen cars pass in no passing zones, drive oncoming traffic off the road, and in other ways exhibit irresponsible driving practices. Cars have driven side by side in the truck passing lanes so no one could pass.

With the advent of the additional truck traffic things have gone from bad to worse. While driving on Nevada 95 last week I ended up behind a camper doing 40 MPH. There was a long stream of traffic behind it and passing was difficult due to all the oncoming cars, campers and trucks. This sort of thing leads to impatience and dangerous maneuvers. I have even seen cars pass on the shoulder.

I hope this is a project that will be implemented quickly.

Sincerely,



Ruth Zeman
5168 Taxi Way
Bullhead City, AZ 86426

Response to Comment C104-6.17
Comment noted.

C105

P. 5/15/02

4-29-02

To : NDOT
 SUBJ: BOULDER CITY/U.S. 93 CORRIDOR STUDY
 ATTN: DARYL JAMES

GENTLEMEN :

THE ATTACHED ARTICLE FROM THE LVRT (4-28-02) EXCELLENTLY DEPICTS THE REASON MOST BOULDER CITY RESIDENTS OBJECT TO ALTERNATIVE "C" .

AT ANY ONE TIME, THERE ARE PROBABLY MORE BICYCLES, HIKERS AND BIGHORN SHEEP IN THE RIVER MOUNTAINS AREA THAN AT RED ROCK CANYON NATIONAL CONSERVATION AREA. IN OTHER WORDS, IT IS VERY POPULAR .

A FREEWAY OR TRUCK ROUTE SKIRTING THE AREA WILL SERIOUSLY HARM THE BEAUTIFUL AND ENJOYABLE AREA .

THANKS ,

Frank E. Ensign



FRANK E. ENSIGN
 P.O. BOX 61770
 BOULDER CITY, NV 89006

Response to Comment C105-2.77

Potential construction and operational impacts to bighorn sheep associated with all of the build alternatives, including Alternative C, will be mitigated in accordance with measures described in FEIS Sections 4.4.2 and 4.4.3.

C105-2.77

LAS VEGAS REVIEW JOURNAL

Sunday, April 28, 2002
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ROCKY THRILLS: Rough Riders

Bootleg Canyon in Boulder City attracting mountain bikers from far and wide

By JOAN WHITELEY
REVIEW-JOURNAL

Ever get the urge to hurtle yourself down the side of a steep, rocky hill, with no armor or parachute at 60 miles an hour?

One way to handle it is to see a psychiatrist.

Another way is to go mountain biking in Boulder City.

That's just what biking aficionados from around the country and world have been doing.

Japan, Germany, Canada, Alaska and Florida are home base for some of the riders who have visited the trails, which various biking Web sites tout as among the country's best.

In March, Missy "the Missile" Giove of San Diego, a pro biker who has been the women's world downhill champ several times, tried out the Boulder City trails for several days of training.

"The riding's very technical," she says approvingly, pulling off her full-face racing helmet after a downhill run had coated it with dust. "The dirt here is difficult. It's hard-pack (rock) with loose on top."

Boulder City's trails perch on sliver-thin ledges. They thread gullies and sometimes temporarily interrupt -- as a rider goes airborne over a gap between large rocks.

The trails are on a desolate peak that overlooks Lake Mead.

Locals call the peak Radar Mountain, for the communication equipment installed at the top. It's the one with the big white-painted "BC" on its flank. The trail network sprawls near the oversize initials, like a giant but faint doodle.

Bootleg Canyon is what Boulder City people call the area around Radar Mountain. The evocative name dates from the '30s, when enterprising

http://www.lvrj.com/cgi-bin/printable.cgi?/lvrj_home/2002/Apr-28-Sun-20.../18439916.htm 05/23/2002

Page 2 of 4

individuals traversed the area to smuggle contraband liquor onto the federal site that housed workers building Hoover Dam.

The canyon was just outside the federal reservation limits. "The (federal) government couldn't enforce anything," says Dennis McBride, a historian associated with the Boulder City Hoover Dam Museum. "And Nevada never really enforced the bootleg law. But once in a while, they did a raid" to discourage action in the canyon.

That risk-taking spirit lives on in the mountain bikers of Bootleg Canyon. Their action is legal, but categorized with good reason as an extreme sport.

How about a trail that features a 1,000-foot drop in elevation over two miles? Then, ride it in less than five minutes. That was the winning time for a downhill event recently held on Ginger, one route in the burgeoning 38-mile trail system.

The name of the trail is cute but misleading because its terrain is tough. Truth in advertising applies to the names of some of the other downhill, figuratively breakneck trails: Armageddon, Reaper and Kevorkian.

"Laser rock" is how Boulder City trail master Brent Thomson describes the tricky riding surface. "Bootleg Canyon blood donor" is the slogan he'd like to put on a promotional T-shirt someday, to distinguish Boulder City from mountain biking spots with soft loamy soil that cater to beginners.

Ginger was christened after a mild-mannered dog, Thomson's pet. Thomson gets to name all the trails. After all, he designs them.

"She's kind of spicy. She's not 'easy.'" Tongue in cheek, the 49-year-old talks about the trail as if it were an alluring woman with surprises in store.

At many mountain biking sites, the title of trail master goes informally to whoever built the first, or the most, trails.

Thomson qualifies on that count. And in November, he also became the city's official hired hand for developing, maintaining and promoting the trails.

He got into mountain biking about 10 years ago, for physical fitness following a quadruple bypass heart surgery. He's an artist and owns Brent Thomson Art & Framing, a Boulder City business.

At first he and friends just took their bicycles off-road, on the open corridors that host high-tension power lines.

As they improved, they searched out rougher routes away from trails that were busy with hikers and horse riders.

Wispy tracks worn by bighorn sheep caught Thomson's eye, and inspired his

http://www.lvrj.com/cgi-bin/printable.cgi?lvj_home/2002/Apr-28-Sun-20.../18439916.htm 05/23/2002

imagination. From 1994 to about 1996, he and other avid mountain bikers did something that he admits was "totally illegal."

They took shovels, rakes and elbow grease, and fashioned more than 12 miles of unauthorized -- truly bootleg -- trails on city property to the southwest of the current trails.

Many of the trails progressed from "saddle to saddle," Thomson says. He's referring to natural contours on the mountainside, which the bighorn trails also seemed to follow.

The city started negotiating in 1998 to lease that land to MGM Grand for a golf course, so Thomson and crew went to city hall to campaign for new land on which to build authorized trails. Today the original biking area is occupied by Cascata Golf Club, which is owned by Park Place Entertainment.

"We can all get along, and ride our mountain bikes and play golf," was Thomson's line of argument.

As Boulder City physician and mountain biker Robert Kessler recalls, the small lobby also presented information about Moab, Utah, a struggling mining town that has prospered since it became a mountain biking mecca in the early 1980s.

"Boulder City's been dying for an identity. It's sitting next to superstar Las Vegas. We're in the shadow of them all the time," Thomson says.

His tourism strategy: Lure bikers with Las Vegas' cheap airfares and room rates. Bikers can access Boulder City even in the winter when many mountain biking destinations morph into ski resorts.

The city bought Thomson's idea. It built a restroom-cum-shower for bikers near the bottom of Radar Mountain, and maintains the road to the mountaintop.

It also gave Thomson a \$40,000 one-year contract. He grooms the existing trails, oversees a cadre of trail-building volunteers, lines up events for the canyon and handles e-mail queries from bikers around the globe.

The result is today's Bootleg Canyon, which is still sprouting trails and "cheater routes," biker jargon for alternative segments to some of the more difficult turns, jumps and grades.

It has earned ink in sports magazines including Mountain Bike Action and Bike.

The International Mountain Biking Association certified it as an "epic" ride, a title awarded to only 18 locations to date.

The National Off Road Bicycling Association holds timed races in Bootleg Canyon. In early April, Video Action Sports released "Third Down," a video that features Bootleg Canyon.

Boulder City Mayor Bob Ferraro gives Thomson kudos.

"We didn't see any problem" in creating the trail system, Ferraro says. "No one was using the land and it was not obstructing anything."

Boulder City businessman Jeff Spriggs bought Bike Stuff, a supply and repair shop, because he is a biking enthusiast. He endorses Bootleg Canyon's thrill factor.

The cross-country trails "flow very nicely," Spriggs says. These trails are fairly level, conducive for greenhorns and account for more than half of the total trail inventory.

And the downhill?

"It's pretty sick stuff," Spriggs says, with admiration. "There's the thrill of jumping off a rock, and (still) living at the bottom."

This story is located at:

http://www.lvrj.com/lvrj_home/2002/Apr-28-Sun-2002/living/18439916.html

9 Als

C106

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480 Lake Mountain Drive
Boulder City, NV 89005-1028
March 31, 2002

Mr. Daryl James
NDOT Environmental
1263 S. Stewart Street
Carson City, NV 89712

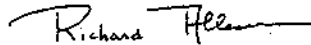
Dear Mr. James:

C106-5.13

Unfortunately we will not be able to attend the public hearing in Boulder City on Thursday, April 4; however, we wish to take this means to reiterate our support, as expressed in our September 4, 2001, letter to Mr. Tom Groco, for Alternative D, the Southern Alignment.

Thank you for taking our view into consideration.

Sincerely,



Richard W. and Mary Y. Allesee

Response to Comment C106-5.13
Preference for Alternative D noted.

C107

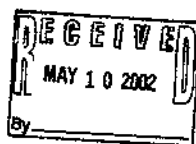
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May 8, 2002



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Via Federal Express

Mr. Daryl James
NDOT Environmental Division
1263 South Stewart
Carson City, NV 89712

Re: Boulder City/U.S. 93 Corridor Study

Dear Mr. James:

As counsel for the Boulder City Bypass Coalition, I write to provide some additional public comment for the Boulder City/U.S. 93 Corridor Study. The Boulder City Bypass Coalition is composed of a group of Boulder City residents from all parts of the community who joined together nearly one year ago to advocate a southern bypass route. This group strongly supports Alternative D, the Southern Bypass, and is greatly concerned about the negative impacts the through-town routes, Alternatives B and C, would have on Boulder City's unique environment.

C107-2.78

For your review, I have attached a fact sheet that our Coalition has circulated to educate Boulder City residents regarding the Corridor Study. While this fact sheet was created nearly one year ago, it is important to note that the conclusions and concerns expressed within this document have only been strengthened by the release of the DEIS. The DEIS confirmed that Boulder City residents were correct to fear the impacts that a through-town route would have on Boulder City's quality of life. It is also clear from the fact sheet that our Coalition sought to educate residents that a no-build alternative is not a viable alternative for Boulder City.

C107-2.79

It is the opinion of our Coalition and the vast majority of Boulder City residents with whom we have come in contact over the past months that the through-town routes would destroy the special ambience Boulder City has worked so hard to preserve. Eight to 14 foot

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(775) 786-8888 - FAX (775) 786-8882

Response to Comment C107-2.78
Comment noted.

Response to Comment C107-2.79
Rationale for opposition to Alternatives B and C and preference for Alternative D noted. As noted in FEIS Section 4.3.1, noise-sensitive areas located along the existing U.S. 93 alignment would experience major reductions in traffic noise levels through implementation of Alternative D. Social impacts associated with each of the build alternatives are described in FEIS Section 4.12.2. Alternative D would divert most non-local traffic away from developed areas in Boulder City, resulting in substantially decreased congestion, noise, and traffic safety impacts compared to existing conditions.

LIONEL SAWYER & COLLINS

ATTORNEYS AT LAW

Mr. Daryl James

May 8, 2002

Page 2

sound walls, noise increases, high-speed traffic through the middle of town, obstructed views of Lake Mead and glare from highway lighting are just some of the negative impacts the DEIS shows would occur from the construction of the through-town routes.

Alternative D, on the other hand, would result in net circulation benefits for the entire town, a reduction in noise throughout the developed areas of Boulder City and would best preserve the small-town ambiance Boulder City has worked so hard to protect.

We are confident that the Project Management Team and the decision-makers at NDOT and the FHWA will all conclude that alternative D would have the least adverse impacts on Boulder City and its surrounding environment. This is essentially the conclusion reached by the PMT when it ranked the original 16 routes that were considered. The PMT ranked the corridor alternatives that were blended to make Alternative D, SA101 and SA101A, far higher than the through-town routes as far as their environmental desirability. Based on our review of the DEIS, we see no reason why project decision makers would arrive at a different conclusion now, especially since public opinion in support of Alternative D has been overwhelming.

Our Coalition has been pleased by the overwhelming support we have received from Boulder City residents and elected officials in support of Alternative D. To that end, I further request that you add some additional information to the public comment pertaining to a Boulder City Council meeting that took place on April 23, 2002, at which all members of the Boulder City Council stated their strong support for Alternative D.

Councilwoman Andrea Anderson said she "fully supports" Alternative D, citing the "devastating" impacts that the through-town routes would have on Boulder City. She further stated that Alternative D is the only route that would preserve the community.

Councilman Joe Hardy cited several reasons why he supports Alternative D, including the importance of protecting Boulder City's quality of life and the impacts the other routes would have on pollution, noise, views and safety. Councilman Hardy further stated that Alternative D would enhance public enjoyment of the Lake Mead National Recreation Area by creating a new scenic vista of the lake. He concluded by saying that he, along with the majority of Boulder City residents, "truly supports" Alternative D.

Councilman Mike Pacini also expressed his support for Alternative D, concluding: "When you look at what's best for Boulder City overall, for high school seniors, or senior citizens, Alternative D is the only route that makes sense."

Councilman Bryan Nix mentioned the 1999 Boulder City referendum on this issue, calling the results a "landslide" in favor of a southern bypass. He said the temporary elimination of truck traffic through town has resulted in improvements in noise, air quality and

C107-2.80

Response to Comment C107-2.80
Comment noted.

LIONEL SAWYER & COLLINS
ATTORNEYS AT LAW

Mr. Daryl James
May 8, 2002
Page 3

congestion and that this could be maintained in the future by Alternative D. He said that after reading the DEIS and speaking with many residents, "there is no question . . . that Alternative D is the only option for Boulder City." He concluded by saying Alternative D would have the least adverse impacts on Boulder City residents and businesses and Boulder City's scenic views of Lake Mead.

Mayor Ferraro concluded the council remarks by saying all the members of the council have studied the issue very closely. He said he has spoken to "hundreds of people" and that there is "certainly a very strong opinion generated for Alternative D." He said Alternative D "is the only alternative that makes sense for Boulder City now and into the far future." Mayor Ferraro noted that Boulder City has developed through "careful planning and a lot of input and we can't dare destroy it by selecting an alternative that would run right straight through the middle of this community." He said if a through-town route were selected, "we would lose what we have gained over the years." The Mayor concluded by saying "there is nothing that would suggest to any of us that we should do anything other than support Alternative D" and that he "completely, 100 percent, supports Alternative D."

These statements were a unanimous and unequivocal expression of support from the Boulder City Council, the elected officials with the most direct link to the citizens of Boulder City. I have enclosed for your review a videotape of the Boulder City Council meeting so that you may view the complete comments of the city council members in support of Alternative D.

Also, please note that several other dignitaries attended the hearing in support of Alternative D and that several other elected officials provided letters of support for alternative D.

U.S. Senator Harry Reid's Regional Director, Jerry Reynoldson, stated Senator Reid supports alternative D because it will protect the quality of life in Boulder City. He said Senator Reid "has long been aware of the special nature of this community and the efforts of its leaders and citizens to preserve the quality of life" in Boulder City. He said Senator Reid "remains committed to Alternative D and the people of Boulder City" and their office is looking at the funding that will be required to make the project happen.

Mike Dayton, Chief of Staff for Congressman Jim Gibbons, stated Congressman Gibbons is committed to working with Senator Reid in support of Alternative D and urged the Council's support for Alternative D.

Clark County Commissioner Bruce Woodbury, chairman of the Clark County Regional Transportation Commission, wrote that Alternative D "is the only alternative which will improve the quality of life in Boulder [City], protect the legitimate interests of our business community and allow for an acceptable flow of interstate transportation and commerce."

Response to Comment C107-2.81
Comment noted.

C107-2.81

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ATTORNEYS AT LAW

Mr. Daryl James

May 8, 2002

Page 4

State Senator Jon Porter wrote: "The Southern Bypass is the only option that would allow Boulder City to escape the negative effects associated with this increased traffic." He further wrote: "We have worked hard to protect Boulder City's unique environment and the Southern Bypass is the only option that would preserve the city we love." He concluded by urging the Boulder City Council to urge NDOT and the Federal Highway Administration to select alternative D as the preferred route.

Copies of these letters are enclosed for your review.

While many Boulder City citizens have expressed their support for alternative D, we know that many others remain quiet and are relying on their elected officials to champion the Southern Bypass on their behalf. Because these elected officials receive comment and feedback from Boulder City citizens on a daily basis, we believe their sentiments are representative of the silent majority's strong backing of Alternative D.

Finally, please note that several members of the Boulder City Bypass Coalition and other community organizations spoke on behalf of Alternative D at the Council meeting. Chad Blair, representing the Boulder City Chamber of Commerce, stated that organization's endorsement of Alternative D. He cited a Chamber of Commerce survey of all businesses in Boulder City in which more than three-quarters of businesses indicated their support for Alternative D. Tom Christ, representing St. Jude's Ranch for Children, described at length the detrimental impacts that the through-town routes would have on St. Jude's. Members of our Coalition began the presentations and discussed the findings in the DEIS that demonstrate Alternative D would have the least adverse impacts on Boulder City's environment.

C107-2.82

While this letter could go on for pages espousing the merits of Alternative D and the negative impacts of the through-town routes, the comments and presentations made at the April 23 Boulder City Council meeting speak for themselves and I urge you to review the enclosed videotape.

The U.S. 93 project will have a profound impact on the future of Boulder City. Only one route, Alternative D, will preserve Boulder City's unique environment for future generations. On behalf of the Boulder City Bypass Coalition, I urge the PMT to choose the Southern Bypass, Alternative D, as the preferred route in the Boulder City/U.S. 93 Corridor Study.

Sincerely,



Richard H. Bryan

Response to Comment C107-2.82
Comment noted.

LIONEL SAWYER & COLLINS
ATTORNEYS AT LAW

Mr. Daryl James
May 8, 2002
Page 5

cc (w/o encls.): U.S. Senator Harry Reid
Congressman Jim Gibbons
Governor Kenny C. Guinn, Chairman, NDOT Board of Directors
Lt. Governor Lorraine Hunt, NDOT Board of Directors
Attorney General Frankie Sue Del Papa, NDOT Board of Directors
State Controller Kathy Augustine, NDOT Board of Directors
Mayor Bob Ferraro, Boulder City
Andrea Anderson, Boulder City Council
Dr. Joe Hardy, Boulder City Council
Bryan Nix, Boulder City Council
Mike Pacini, Boulder City Council
Ted Bendure, Federal Highway Administration
Thomas E. Stephens, P.E., NDOT Director
Scott Rawlins, NDOT Project Manager
Michael Lasko, CH2M Hill ✓
Dr. Robert Merrell, Boulder City Bypass Coalition

Enclosures

CLERK OF DISTRICT COURT, DISTRICT OF COLUMBIA

U.S. 93/Boulder City Corridor Study - Fact Sheet

(Prepared by the Boulder City Bypass Coalition)

The Boulder City Bypass Coalition: Joga Us!

The Boulder City Bypass Coalition is a group of concerned citizens who live throughout our community. Our goal is to champion the community's preference for a southern truck bypass for U.S. 93. Residents voted by a margin of more than 61% in favor of this route in a 1999 referendum. This "fact sheet" contains information about the issue and our analysis of why we voted wisely when we endorsed the southern truck bypass in 1999.

We need your help! For more information about the Coalition, contact Rick Brown, President of the Boulder City Bypass Coalition, at 293-7467, (fax) 293-7647, e-mail: Roojerman@aol.com or Darryl Martin, Chairman of the Board, at 293-0991, (fax) 293-0777, e-mail: dmart@dmartnevada.com.

What is the Boulder City Corridor Study?

At the request of Boulder City, Henderson and the Clark County Regional Transportation Commission, the Nevada Department of Transportation (NDOT) is currently conducting a study of several U.S. 93 route alternatives through and around Boulder City. The Corridor Study is evaluating alternate route options with the goal of reducing traffic and improving safety along U.S. 93 in the Boulder City area.

Role of the Nevada Department of Transportation (NDOT)

It is helpful to understand NDOT's role in this process. NDOT is conducting the Boulder City Corridor Study at the request of local government and is acting as the administrator of the environmental study on behalf of the Federal Highway Administration. NDOT is not creating problems for Boulder City residents, it is seeking a solution to them. The purpose of this study - and any resulting project - is to analyze U.S. 93-related problems and to fix them. If we wish to play a responsible role in deciding which of the project alternatives is best for Boulder City, residents must maintain a good working relationship with NDOT.

Improvements to U.S. 93 are Inevitable

The southwestern United States is one of the fastest growing regions in the country. For many travelers, U.S. 93 is, and will continue to be, the route of choice to get them to their destinations. As this growth continues, so too will the volume of cars and trucks on U.S. 93. While many of us wish that Boulder City could remain insulated from the breakneck growth of our neighboring cities, the reality is that we cannot ignore its effects on us. The traffic on U.S. 93 through the center of town has increased significantly year-by-year, exposing us to traffic congestion, increased pollution, noise and dangerous conditions for drivers and pedestrians.

Southern Truck Bypass - Alternative "D" - is the Best Alternative for Boulder City

The only way to preserve Boulder City and to provide a permanent solution to congestion, noise,

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CE2M HILL

005

Aug-01-02 08:10pm From:Lionel Sawyer & Collins

702389095

T-678 P.089/412 F-898

pollution and other U.S. 93-related concerns is to recognize the NDOT study and do everything in our power to ensure that the southern truck route is chosen. If the southern truck route is selected, through truck traffic will bypass the city entirely. Trucks will no longer congest our roadways, leaving smog in their wake and creating dangerous conditions for drivers and pedestrians. Not only will the bypass improve travel along U.S. 93, it will improve the quality of life in Boulder City by reducing present noise, traffic, pollution and hazardous conditions downtown.

The southern truck bypass will make existing U.S. 93 more convenient for local traffic and the entire downtown area more appealing for residents and those passing through who stop in Boulder City. It will relieve our community concerns from the firings who pass through Boulder City on their way to and from Las Vegas and other destinations, who never would have stopped here anyway. The southern truck bypass is a permanent solution to concerns about U.S. 93's impact on our community. We would no longer have to be as concerned about increased traffic on the roadway because the through traffic would be diverted far from our homes.

In 1999, Boulder City residents officially expressed their determination that a southern bypass is the community's preferred route. More than 61% of residents voted in support of a southern bypass and as a result NDOT is actively studying the merits of this route as one of the alternatives. Financing the southern bypass will not be a problem. U.S. Senator Harry Reid, the Majority Whip, stated publicly on May 24, 2001: "No one in Boulder City needs to be concerned that the state of Nevada will be unable to find the resources necessary to build a bypass if that is the will of the community and state."

Alternatives "A," "B," and "C" Would Be Bad for Boulder City

Alternative "A" in the Corridor Study, the "No-Build" alternative, would ignore the serious problems the existing roadway is facing and would likely lead to a road crisis in the near future. Federal law requires the "no-build" alternative to be considered, but congestion and safety problems currently being experienced make this option very unrealistic for our situation. If the solution were as easy as not doing anything, our local utilities and NDOT would never have invested their energy and resources into the Corridor Study.

Unlike the southern truck bypass, the through-town routes would be very disruptive to Boulder City. These roadways divide the town and keep traffic - with all of its problems of noise, pollution and safety - in our midst. Both the "B" and "C" alignments would require the condemnation of residences. The homes left adjacent to or near the larger roadways would become less desirable. Both of these alignments would also be very disruptive during the construction stage.

Route "B," consisting of improvements to the existing road and including a raised median through town, would basically be a Band-Aid approach. While it may increase the capacity of U.S. 93 in the short-term, it would leave us with all the same problems of congestion, noise, pollution and safety hazards in the center of town. Over time, route "B" improvements would become inadequate to deal with increases in the number of vehicles passing through.

Route "C" would be the construction of a new highway through Boulder City, running almost parallel to the existing U.S. 93. It would require the condemnation of a greater number of residences and

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CE2M HILL

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Aug-08-02 03:37pm From: Lionel Sawyer & Collins

702369885

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would likely conflict with street patterns – making it more difficult to get around Boulder City.

No Relation to the Hoover Dam Bypass and CANAMEX

Two other federal projects that have created some public discussion have no relation to the Boulder City Corridor Study.

One is the Hoover Dam bypass bridge location. Sources in Washington, D.C. see little chance of federal action to repeal the approvals already granted for construction of the Hoover Dam bypass bridge at Sugarloaf Mountain. In any event, whether the bridge is built or not has no effect on the Corridor Study selection – the traffic will continue to grow with or without the bridge.

The other is the congressional selection in 1995 of U.S. 93 as part of the CANAMEX route. It has little or no effect on the Boulder City Corridor Study. CANAMEX is nothing more than a name designation. Changing the CANAMEX route to a different highway – which would require an act of Congress – would not divert traffic, or stop the increase in traffic. Truckers and travelers will continue to do what they have always done: utilize the route that is most convenient for them.

Why Boulder City Residents Need to Stick Together

NDOT is operating under a federal mandate that requires it to take an objective look at the environmental impacts of the various project alternatives. It is currently studying the impacts the various routes would have on traffic; social conditions; the economy; air quality; cultural resources; floodplains; land use; wetlands; wildlife; noise; water resources; and other criteria. Among the most important is a factor within our control – the alignment preference of the citizens of Boulder City, expressed directly by us and through our elected representatives.

When its experts have completed their studies on these various factors, NDOT will release a draft environmental impact statement (“DEIS”) containing its findings. This is now expected in fall 2001. After a public comment period, NDOT will announce a “preferred route.” This will be what NDOT considers the best route in light of the analyses of the factors mentioned above. Part of this process includes approval by the NDOT Board of Directors, whose members include Governor Kenny Guinn, Lieutenant Governor Lorraine Hunt, Attorney General Frankie Sue Del Papa and State Controller Kathy Augustine. Once NDOT has approved a route, it will become very difficult to change this decision. This is why it is crucial that the public comments NDOT receives strongly back the southern truck bypass.

Conclusion

The U.S. 93 problem will grow worse every day unless corrected. NDOT statistics show that traffic volume through Boulder City is expected to double by 2027. Conditions at some intersections in Boulder City are already unacceptable during peak periods and will deteriorate to a “gridlock” status by 2016. There were 803 recorded accidents in the corridor study area from 1994 to 1999 and it is only expected to get worse. The only option on the table that will allow Boulder City to maintain its small town charm and keep noise, traffic, pollution and hazardous conditions to a minimum, is the southern truck bypass – alternative “D.”

08/08/02 08:11 FAX 7023391107 CH2N HILL 007
 Aug-08-02 08:37am From:Lionel Sawyer & Collins 702339285 T-573 P.005/012 F-535



BRUCE L. WOODBURY
 Commissioner

Board of County Commissioners

CLARK COUNTY GOVERNMENT CENTER
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 LAS VEGAS NV 89189-9001
 (702) 468-2600 FAX (702) 896-6844

April 23, 2002

Mayor Robert Ferraro
 City of Boulder City
 401 California Avenue
 Boulder City, NV 89005

Dear Mayor Ferraro and City Council Members:

Please accept this expression of my support for the resolution urging NDOT and the FHWA to select Route D, the Southern Bypass, as the preferred route for the U.S. Highway 93 improvement project. This is the only alternative which will improve the quality of life in Boulder, protect the legitimate interests of our business community and allow for an acceptable flow of interstate transportation and commerce.

To fully achieve these objectives, trucks must be required to use the bypass unless they are based or making deliveries in the city. We also need to insist upon substantial signage to advise motorists who might stop and make purchases in the city of the many services and shops available to them. Finally, the bypass should be far enough to the South so that the nearest neighborhoods are not adversely impacted.

I look forward to working with you, as well as the state and federal agencies involved in this important project, to obtain the funding and to assure its successful implementation as soon as possible. Thank you for your leadership and service on behalf of our community.

Sincerely,

BRUCE L. WOODBURY

08/08/02 08:11 FAX 7023891107

CHEN HILL

008

Aug-08-02 03:37pm From: Linda Sawyer & Collins

7023891107

T-078 P.008/012 F-036

JON C. PORTER
 SENATOR
 Clark District 1



State of Nevada
Senate

Seventy-first Session

Committees:
 Chairman
 Legislative Affairs and Operations

Vice Chairman
 Judiciary

Member
 Government Affairs

DISTRICT OFFICE:
 821 Wilbur Ranch Drive, Suite 14
 Henderson, Nevada 89014-2945
 Office: (702) 254-1001
 Fax No.: (702) 481-1532

LEGISLATIVE BUILDING:
 401 S. Carson Street
 Carson City, Nevada 89701-4747
 Office: (775) 684-1482 or 684-1491
 Fax No.: (775) 684-0222

April 23, 2002

Mayor Robert Ferraro
 City of Boulder City
 401 California Avenue
 Boulder City, NV 89005

Dear Mayor Ferraro and City Council Members:

I am writing to urge you to support Alternative D, the Southern Bypass, as the preferred route for the Boulder City/U.S. 93 Corridor Study Project taking place in and around Boulder City. This build alternative best meets the Purpose and Need for the study.

U.S. 93 is a vital travel corridor for the entire country. It links two of the fastest growing metropolitan areas in the United States, Phoenix and Las Vegas. Experts agree that traffic along this route will continue to grow especially locally and regionally once the Hoover Dam Bypass Bridge is completed in 2007. The Southern Bypass is the only option that would allow Boulder City to escape the negative effects associated with this increased traffic.

The residents of our community have themselves studied this issue. They are aware of the need for a solution and have officially expressed their views in support of a Southern Bypass in the June 1999 referendum. Additionally, within the last month the Boulder City Chamber of Commerce has endorsed Alternative D with approximately 75% of the local business community supporting the project.

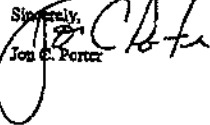
We have had this project on the books in one form or another for more years than I can count. As we move forward I want to encourage Regional Transportation Commission of Southern Nevada, NDOT and the Federal Highway Administration to use all their resources, their ingenuity and creativity in expediting it. For our part Boulder City will provide \$35 million worth of real estate that will allow NDOT to avoid common delays often associated with acquiring the right of way in residential or commercial areas.

08/08/02 08:12 FAX 7023691107 CH2M HILL 009
Aug-08-02 01:37pm From: Lionel Sawyer & Collins 7023691106 T-473 P.017/012 F-535

In addition, I would ask NDOT to take special care in honoring their commitment to work with our local business community in making this bypass work for everyone, including making Boulder City a destination stop on U.S. 93 in association with the Lake Mead National Recreation Area and Hoover Dam.

Locally, we have worked hard to protect Boulder City's unique environment and the Southern Bypass is the only option that will preserve the city we love. We must all urge NDOT and the Federal Highway Administration to select Alternative D as the preferred route and ultimately in their Record of Decision anticipated in the Spring of 2003.

I look forward to providing any assistance you may require with this project.

Sincerely,

Jon C. Porter

08/08/02 08:12 FAX 7023681107

CHEY HILL

010

AUG-08-02 08:37am From:Lional Sawyer & Collins

7023681107

T-475 P.008/012 P-596

Posted at Boulder City Hall
United States Post Office
Boulder City Ar. Center
Boulder City Recreation

A G E N D A

CITY COUNCIL REGULAR MEETING
COUNCIL CHAMBERS, 401 CALIFORNIA AVENUE
BOULDER CITY, NEVADA 89005

TUESDAY, APRIL 23, 2002 - 7:00 P.M.

ALL ITEMS ARE FOR ACTION UNLESS INDICATED BY AN ASTERISK (*)

APPROVAL OF REGULAR AGENDA (Items Nos. 1-21)

APPROVAL OF COMMENT AGENDA (Items Nos. 1-8) AS FOLLOWS:

1. MONITOR APRIL 8, 2002, REGULAR MEETING AND APRIL 9, 2002, WORKSHOP
2. RESOLUTION NO. 3922, APPROVING INTERLOCAL AGREEMENT NO. 02-746 BETWEEN THE CITY OF BOULDER CITY AND THE REGIONAL TRANSPORTATION COMMISSION FOR THE 2002 PAVEMENT RECONSTRUCTION PROJECT
3. RESOLUTION NO. 3923, APPROVING AGREEMENT NO. 02-747 BETWEEN THE CITY OF BOULDER CITY AND RANDOLPH F. AND CHRISTINE M. SCRAW TO PROVIDE A DRAINAGE AGREEMENT TO THE CITY AND TO CONSTRUCT A DRAINAGE CHANNEL AT 1308 FIFTH STREET
4. RESOLUTION NO. 3924, APPROVING CHANGE ORDER NO. 1 FOR THE BOULDER CREEK GOLF COURSE (B.C. PROJECT NO. 01-0470-RBGC)
5. RESOLUTION NO. 3925, AWARDING A BID FOR THE FURNISHING OF PRIMARY UNDERGROUND CABLE (BID NO. 01-0482-92 BIDS OPENED 4/11/02:6 WITH REC'D.)
6. RESOLUTION NO. 3926, RECEIPTING AND FINAL PAYMENT FOR BOOTHMAN CANYON RESTROOM PARKING (B.C. PROJECT NO. 01-0490-RE)
7. RESOLUTION NO. 3927, AWARDING A BID FOR THE WEST AIRPORT/GOLF COURSE CHANNEL (B.C. PROJECT NO. 01-0470-RBGC(4) BIDS OPENED 4/11/02:5 BIDS REC'D.)
8. CITY MANAGER'S REPORT
 - a. CLAIMS PAID LIST, MARCH, 2002
 - b. FINANCIAL REPORT, MARCH, 2002

REGULAR AGENDA

- *9. PRESENTATION OF A CERTIFICATE OF ACHIEVEMENT RECOGNIZING MATTHEW D. BAIRD FOR HIS BOY SCOUT STATUS
- *10. PRESENTATION COORDINATED BY THE BOULDER CITY BY-PASS COALITION SUPPORTING ALTERNATIVE D OF THE BOULDER CITY N.E. 89 CORRIDOR STUDY (AS REQUESTED BY MAYOR FERRARO)
11. MATTERS PERTAINING TO ALPINE RETIRES, S.F. NO. 95 (LOCATED AT THE END OF ALPINE DRIVE), A PROPOSED 7-LOT SINGLE-FAMILY SUBDIVISION IN THE 81-15 ZONE
 - a. CONSIDERATION OF BULK NO. 1109, APPROVING A SECOND AGREEMENT TO LAND SALES AGREEMENT DATED MAY 20, 1972, PERTAINING TO THE CONSTRUCTION OF ALPINE DRIVE

08/08/02 08:12 FAX 7023691107 CH2M HILL Q011
 Aug-08-02 03:37pm From: (line) Sawyer & Collier 702280005 T-870 P.008/012 P-636

- b. MUNICIPAL NEARBY RESOURCES RESOLUTION NO. 1928, AUTHORIZING THE VACATION OF EXCESS RIGHT-OF-WAY FOR THE PROPOSED EXTENSION OF ALPINE DRIVE
- c. CONSIDERATION OF RESOLUTION NO. 1928
- d. RESOLUTION NO. 1928, APPROVING A TENTATIVE MAP
- 12. a. INTRODUCTION OF BILL NO. 1111, AN ORDINANCE AMENDING THE BOULDER CITY CHARTER BY CREATING A NEW TITLE 4, CHAPTER 13 RELATED TO OCCUPATIONAL TAX FOR EMPLOYEES OF MUNICIPAL POWER GENERATING FACILITIES
- b. INTRODUCTION OF BILL NO. 1104, APPROVING AGREEMENT NO. 01-758 BETWEEN THE CITY OF BOULDER CITY AND EL DORADO ENERGY, LLC FOR THE PURCHASE OF POWER
- 13. CONSIDERATION OF BILL NO. 1111, APPROVING LAND SALES AGREEMENT NO. 02-765 BETWEEN THE CITY OF BOULDER CITY AND THE BOULDER DAM MUSEUM AND HISTORICAL ASSOCIATION FOR PROPERTY LOCATED AT 549 CALIFORNIA AVENUE AND MATTERS PROPERLY RELATED THEREIN
- 14. INTRODUCTION OF BILL NO. 1112, AN ORDINANCE RESERVING VARIOUS LANDS TO PROTECT EXISTING USES OF SAID PROPERTY FOR VETERANS MEMORIAL CEMETERY, VETERANS MEMORIAL PARK AND FOR BOULDER CREEK GOLF COURSE (M-02-247)
- 15. RESOLUTION NO. 1930, APPROVING A BALLOT QUESTION TO BE PLACED ON THE SEPTEMBER 3-2002, PRIMARY ELECTION TO AMEND THE BOULDER CITY CHARTER RELATIVE TO SALARIES AND COMPENSATION OF THE MAYOR AND CITY COUNCIL (AS REQUESTED BY MAYOR FERRARO)
- 16. RESOLUTION NO. 1931, APPROVING AGREEMENT NO. 02-768 BETWEEN THE CITY OF BOULDER CITY AND TRISTAN BOWE FOR A MAINTENANCE AGREEMENT FOR THE BOULDER CREEK GOLF COURSE (AS REQUESTED BY COUNCILMAN STE)
- *17. REPORT REGARDING THE SUFFICIENCY OF AN INITIATIVE PETITION FILED APRIL 2, 2002 REGARDING THE AMENDMENT OF ARTICLE XV, SECTION 1A1 OF THE BOULDER CITY CHARTER RELATIVE TO DISPOSITION OF CITY-OWNED LAND
- *18. PUBLIC COMMENTS (action may not be taken on matters considered during this period until specifically included on an agenda as an action item.)
- *19. CITY MANAGER'S REPORT
- *20. CITY ATTORNEY'S REPORT
- *21. CITY COUNCIL'S REPORT

Accompanying informational material on the agenda items is on file and is available for public inspection at the City Clerk's Office, 402 California Avenue, Boulder City, Nevada.

"Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify the City Clerk by telephoning (702) 393-3100 at least seventy-two hours in advance of the meeting."

08/06/02 08:13 FAX 7023691107

CH2M HILL

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Aug-05-02 03:36pm From: Lionel Sawyer & Collins

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T-673 P-010/012 P-636

*10. PRESENTATION COORDINATED BY THE BOULDER CITY BY-PASS COALITION SUPPORTING ALTERNATIVE D OF THE BOULDER CITY U.S. 93 CORRIDOR STUDY (AS REQUESTED BY MAJOR FREZARO)

Mr. Bob Falas introduced former U.S. Senator Richard Bryan. Senator Bryan introduced Mr. Joe Cain who is a colleague in his law firm. Senator Bryan stated that not since the construction of Hoover Dam has there been a construction project which will have such a profound impact in Boulder City as the improvements to U.S. 93. He stated Boulder City has created a special ambience in its community through a controlled growth ordinance and zoning restriction. He said a corridor through the City could literally cut the City in half and have a tremendous impact on the City's quality of life. He noted the bridge bypass over Hoover Dam is a reality, and the construction time line for the bridge crossing has been accelerated. He said the decision regarding the construction of the corridor within its boundaries. He noted now is the appropriate time for members of City Council and for the citizens of the community to let their sentiments be known because the comment period ends May 10. He asked FOR THE RECORD that the following comments from Commission Woodbury be noted: "Please accept this expression of my support for a resolution urging NDOT and FHWA to select Route D, the southern bypass, as the preferred route for the bypass. This is the only alternative which will improve the quality of life in Boulder, protect the legitimate interests of our business community and allow for an acceptable flow of interstate transportation and commerce."

Dr. Robert Merrell, President of the Boulder City Bypass Coalition, said the Coalition felt it was important to appear before the City Council while the public comment period is still open. He said it needs to be made clear that Alternative D is the best for Boulder City. He said this is not a special interest issue, nor is it the Coalition's position to protect a certain neighborhood. Instead, it is an issue which impacts the entire community. He highlighted several portions of the EIS which supported Alternative D as having the least impact on Boulder City. He stated Alternative D would: a) impact the City in the area of noise pollution less than the other alternative; b) have no impact on views within the City; c) provide a safer roadway; d) have less impact on recreational lands, and e) be less likely to create a severe impact on local businesses. He said Alternative B would require five businesses to close for the highway widening, alone. Alternative C would require 12-14' sound walls to mitigate noise, impact area trails and leave an ugly scar on the Red Mountain. He noted that in less than five years, a four lane bridge will be constructed over Hoover Dam. He noted an initiative was passed regarding a "contest for diversion or route of highway" was approved by voters in 1999. He urged the City Council to support Alternative D and to submit comments before the end of the public comment period.

Chuck Peterson said everyone has worked hard to create a clean, green, community and to maintain the quality of life Boulder City residents have long enjoyed. He noted three of the alternatives evaluated in the EIS corridor study threaten the City's quality of life. He noted the EIS projects a five to eleven year construction period for Alternatives B and C. He noted Alternative D would have little impact on the City. He noted Boulder City is located between Phoenix and Las Vegas, two of the fastest growing cities in the United States, so something must be done soon to mitigate the impacts of the traffic.

Donna Draney said, as a business owner, she supports the Route D Alternative because its impact to business owners pales to the other alternatives' impact on our citizen's quality of life. She said businesses have the ability to attract their customers, and we must all work together to maintain our City's

08/08/02 08:13 FAX 7023691107 CH2W HILL @013
 Aug-05-02 03:36pm From: Lionel Sawyer & Collins 7023690865 T-073 P.011/012 F-538

quality of life.

Bob Draney said he and his family have been residents of Boulder City for the past twelve years. He said he and his wife traveled all over the United States to look for a place to retire and raise their family. They chose Boulder City as their home and became interested in the revitalization of the downtown area. He noted this decision regarding the bypass is one of the most important decisions which will impact the very character of our community. We must join together to persuade our governmental agencies to hear our united voice to protect our present way of life. He said the City should not be divided through the heart of our community by a highway. He said alternative D is the least obtrusive in many aspects including environmentally and in regard to air and noise pollution. He added that a bypass will also serve as a protective barrier around our community.

Jerry Reynolds, liaison to Senator Harry Reid, said Senator Reid has been a supporter of Alternative D because he believes this alternative will protect the quality of life in Boulder City. He stated he will continue to work with the Boulder City Bypass Coalition on this issue.

Mike Dayton, Chief of Staff for Congressman Gibbons, said Congressman Gibbons is committed to working with Senator Reid, and he is hopeful the City Council will support Alternative D.

Bob Sears, representative for State Senator Jon Porter, read a letter from Senator Porter, urging the City Council's support of Alternative D in the U.S. 93 Corridor study. He noted U.S. 93 links two of the fastest growing cities in the nation. The completion of the bridge crossing will result in increased traffic through Boulder City. He asked that NOT work with the local business community and help make it a tourist destination. He said Alternative D is the only option that will protect the City we all love.

Chad Blair, Vice President for the Chamber of Commerce, said the Chamber of Commerce supports Alternative D of the U.S. 93 Corridor Study EIS. He said the Chamber of Commerce performed a survey of all City businesses holding Boulder City business licenses, and 76% of the respondents said they were well informed regarding this issue and supported Alternative D.

Tom Christ, St. Jude's Ranch for Children, said the bypass is imperative to the well being of youth at St. Jude's. He said he recommends alternative D as the preferred route because it will lessen the impact to the community. He said Alternative B will result in increased noise and traffic through our City and will impact St. Jude's, its youths and area residents. He urged the City Council to support Alternative D to protect and preserve the City's quality of life.

Senator Richard Bryan said he would appreciate any comments of support of Alternative D by the City Council and others because the May 16 close of public comment period is nearing.

Councilman Anderson said she supports Alternative D because of the negative impacts of the other alternatives including noise pollution, air pollution and view impacts. She said she would like the bypass to go below the Western Area Power site, and it is important to go ahead with this project because the increased traffic will have tremendous impact on our community.

Councilman Hardy asked that minutes and letters which have not been included in the record be sent to NOT and the FWA. He said he agrees that the quality of life in Boulder City must be protected. He said the EIS notes that Alternative A will require the most energy; hence, it will create the most pollution. Alternative D will result in a net decrease in energy usage;

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Aug-05-02 08:15am From: Lionel Sawyer & Collins

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T-673 P.012/012 F-638

hence, it will result in less pollution and any pollution will be situated further away from the City. (He said sound walls are needed in Boulder City, rather, sound/noise should just be prevented instead.) He said another issue is that of safety, and Alternative D is safer to build because there will be no disruption to the community and it provides a continuous drive without intersections. He said the Lake Mead Recreation Center and the view from coming over the hill provides one of the greatest vistas in this Nation and this view should be protected. In addition to these beautiful vistas, Alternative D will provide the opportunity for additional vistas of Lake Mead. Councilman Hardy noted that appropriate signage along the bypass is needed to ensure the economic viability of our businesses. He added that he supports Alternative D of the U.S. 93 Corridor Study EIS.

Councilman Pacini said there has been some misnomer that the bypass which has been referred to during this discussion is the current Laughlin route; he noted the Laughlin route should not be confused with the bypass or Alternative D. He said he supports Alternative D because it is in the best interests of the community overall, and it is the only route that makes sense.

Councilman Nix thanked everyone for their presentations. He said that when you take into consideration that the bridge is going to be built, there is no question directing the traffic somewhere must be addressed. He said the "no build" alternative is really not an alternative at all. He said he has studied the EIS, and Alternative D is the only true alternative for Boulder City. He added he has some concerns with the specific sizing of the bypass, however. He said he believes Alternative D will have the least impact on residents, on businesses and on the views in our community. He suggested that a transcript of the testimony be forwarded to the MDOT and the MESA.

Mayor Ferraro said there is no doubt Alternative D is the only alternative that makes sense to Boulder City, both for now and into the future. He said a corridor through our community would result in noise and air pollution. He added his support to Alternative D of the U.S. 93 Corridor Study EIS.

Mayor Ferraro called for a brief recess at 8:15 p.m. The meeting reconvened at 8:28 p.m.

4/43

C108

Lasko



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

P. 2/1/02

MAY 23

THE INSPECTOR GENERAL

MEMORANDUM

SUBJECT: Hotline # 2002-096

FROM: Kimberley E. Bynum
Hotline Coordinator

KEB

TO: Nevada Department of Transportation

The enclosed hotline complaint, submitted by Ronald B. McAlister, is being forwarded to your attention for review and appropriate action.

Please notify the Office of Inspector General Hotline referencing the above assignment number in future communications with our office regarding this matter.

Should you have any questions, please contact me on 202-260-2900.

(see next page)

Ronald B. McAlister
633 Marina Dr.
Boulder City, NV. 89005

April 29, 2002

Mr. Daryl James
NDOT Environmental
1263 S. Stewart St.
Carson City, NV. 89712

Dear Mr. James:

This letter is my response to "public comments" now being accepted in regards to the Boulder City Corridor Study.

I am a 7-year resident of Boulder City. I am also a Marketing Specialist very aware of the factors contributing to the Boulder City traffic situation.

Most importantly, the need for a second bridge over Hoover Dam is totally illogical. As the study contends, proposals are made on a 25-year traffic projection. By diverting the commercial trucking, existing roads, with little improvement would be quite sufficient for the next 25-years. This is a fact that can be verified easily, based upon reduced traffic conditions, since the trucks were diverted after 9/11/01.

NUMBER ONE

It's a well known marketing fact that tourists from throughout the U.S. and abroad come visit Hoover Dam and pass through Boulder City to and from the Grand Canyon and Las Vegas in large numbers. This number will continue to increase, but again, without the trucks, this increase can be easily handled with the existing highway system. The tourist traffic is also a good source of business for Boulder City.

NUMBER TWO

Commercial trucking not only presents an extreme danger to the security of Hoover Dam now and in the future, but will destroy the pristine beauty of this National Recreational Area through both noise and increased air pollution.

As you must be aware, Hoover Dam has two large intakes directly in front of the Dam. In a matter of minutes, with weapons that could have easily been setup inside a large truck these intakes could be destroyed.

next page, please

Response to Comment C108-6.18
Comment noted.

Response to Comment C108-4.18
Comment noted.

Response to Comment C108-1.36
This comment pertains to the Hoover Dam Bypass project.

page 2

If the intakes to Hoover Dam are destroyed, this would cut off electricity to a large portion of the Southwest United States. It would take years to reconstruct the intakes and a major Federal expenditure. Is this worth the risk?

C108-2.83 Also, more and more smog is beginning to destroy the natural aesthetics of the area. It's wrong that political and Union decisions made nearly 3,000 miles away, that obviously have not considered these consequences, are determining this important destiny.

SOLUTION

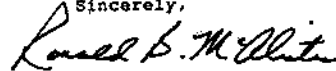
A much less expensive, direct and effective solution is an expansion of Highway 68 west from Kingman, Arizona, to Highway 95, then an expansion of Highway 95 north to Highway 93. This also leaves routing through Needles, California as a very efficient back-up route.

C108-6.19 The savings with this plan would be in the hundreds of millions of dollars and would protect and preserve one of America's most beautiful regions to the benefit of the people for years to come.

If the second bridge over Hoover Dam is to be constructed, even after considering the extreme long term security risk and what will end up a billion dollar plus expenditure, a corridor around Boulder City would be the only solution.

C108-5.14 ROUTE D IS THE ONLY ROUTE WHICH WOULD PROTECT, PRESERVE AND BEST SERVE BOULDER CITY AND THIS BEAUTIFUL LAND.

Sincerely,



Ronald B. McAllister
Boulder City Resident
and U.S. Citizen

Copies: U.S. Department of Defense
Secretary of Defense: Donald H. Rumsfeld

White House
President: George W. Bush

✓ U.S. Environmental Protection Agency - MC-2410

Response to Comment C108-2.83

FEIS Sections 3.2 and 4.2 describe the air quality setting and project consequences, respectively.

Response to Comment C108-6.19

Comment noted.

Response to Comment C108-5.14

Comment noted.

Home of Hoover Dam and Lake Mead

BOULDER CITY NEWS

Includes cottages on "Jenny's" Nelson and Cottonwood Cove

15th Edition

THE COMMUNITY'S NEWSPAPER

Boulder City, Nevada 890

Thursday, April 11, 2002

Residents lean toward Route D at forum

By John Samson
Editor

People from all walks of Boulder City life made their way to the new gymnasium at the parks department office last Thursday to take a look at the options regarding the Boulder City Corridor Study and express their views as to what option they liked best.

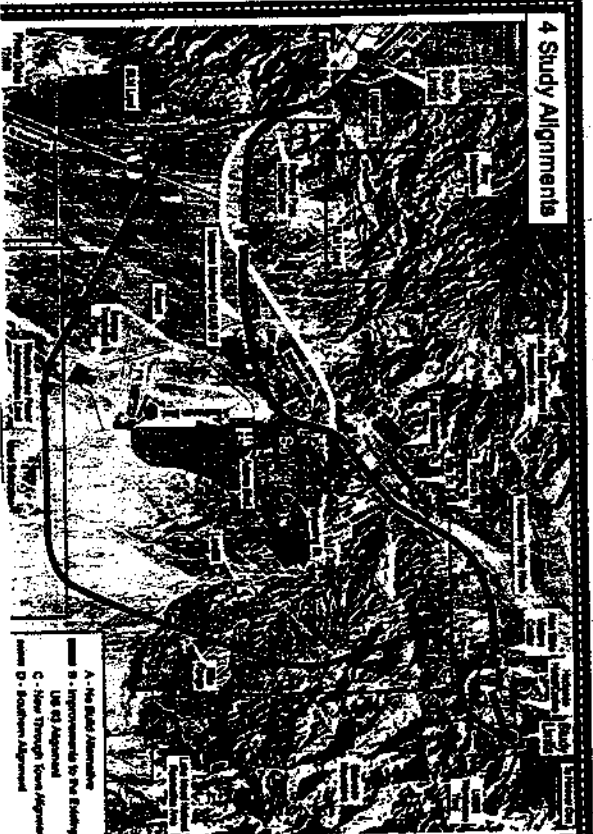
Billied in newspaper ads throughout Clark County as a public hearing, the four-hour event on the draft Environmental Impact Statement was more like an informational forum that allowed people to make written comments regarding which of the four options residents would like to see.

And plenty of residents offered their opinions. Midway through the forum, boxes reserved for written comments were already half full.

The event itself had several

thornt of Dr. small as acting Nevada State. From people, ditional and life ed to develop ; inclusion. d in the desert. me a grasp on ing this period h. Not only is ondent recog- outstanding n. In forming s, also been an ation policies. e three major k this area? I say they are and wider.

See US 93 Page 2





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

MAY 23

THE INSPECTOR GENERAL

Ronald B. McAlister
633 Marina Drive
Boulder City, NV 89005

Dear Mr. McAlister:

This correspondence is to confirm receipt of your letter to the U.S. EPA Inspector General Fraud, Waste and Abuse Hotline.

The purpose of this Hotline is to receive complaints of fraud, waste, and abuse in U.S. EPA programs and operations including mismanagement or violations of law, rules, or regulations by EPA employees or program participants. Examples of reportable violations include:

- Contract, procurement, and grant fraud, such as, cost/labor mischarging and bid rigging
- Significant mismanagement and waste of funds
- Conflicts of interest
- Travel fraud
- Abuse of authority
- Theft and abuse of Government property
- Bribery and acceptance of gratuities
- Computer crimes

Your complaint is not under the purview of this hotline, however I have referred it to the following office for further review:

Nevada Department of Transportation

1263 South Stewart Street
Carson City, Nevada 89712
tel 775-888-7000
fax 775-888-7115
info@dot.state.nv.us

*Highway System
(775) 888-7465

Related EPA Info

<http://www.epa.gov/owow/opa/education/olmrad.htm>
U.S. Environmental Protection Agency
Nonpoint Source Control Branch (4503T)
Ariel Rios Building
1200 Pennsylvania Avenue, NW
Washington, DC 20460
Phone: (202) 566-0232


Kimberley E. Byham
Hotline Coordinator

Recycled/Recyclosible • Printed with Vegetable Oil Based Ink on 100% Recycled Paper (40% Postconsumer)

gjh
C109

Ronald P. Therrien
593 Malaga Court
Boulder City, Nevada 89005

P

April 4, 2002

Mr. Daryl James
NDOT Environment Division
1263 S. Stewart
Carson City, NV 89712

Dear Mr. James:


As a homeowner in the Bella Vista Subdivision of Boulder City we strongly support Alternative "D" the Southern Bypass Route for the Boulder City/U.S. 93 Corridor.

C109-2.84

This alternative is by far the least disruptive and safest for all residents of Boulder City. We are not only concerned with the noise, air pollution and ugliness, but also the danger posed by the large number of trucks that will use this highway transporting all types of cargo including nuclear waste.

We kindly request your support for the selection of the Alternative D.

Very truly yours,



Ronald P. Therrien

Response to Comment C109-2.84

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.