



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Paul Adams
Address 591 Shoshone Way, Boulder City, NV 89005

Please add my name to your mailing list. ^{already on it} Yes No

1. Which alternative do you prefer most and why?

D1-4.1 | "D" a bypass does not necessarily hurt most
business. The Chamber polled ~~the~~ business in B.C.
About 75% felt it would NOT harm them. It would
take thru traffic away from the residential areas.

2. Which alternative do you prefer least and why?

D1-3.1 | A, B or C
A would solve no problems
B or C would split the town in pieces. Construction
would create dust, noise and worsened traffic for about
two years. After that the town would still be divided
and traffic in Hemenway Valley would be very heavy
in a housing area

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D1-4.1
Preference for Alternative D noted.

Response to Comment D1-3.1
Social impacts of Alternative C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.

Alternatives B and C would have greater construction-related impacts on the residential areas within Hemenway Valley (see FEIS Section 4.17). Following construction, both alternatives keep U.S. 93 traffic within Hemenway Valley.

D2



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ROBERT ANACLOPIO
Address 524 LAKETREE CT

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D2-1.1

- D - AT EACH END OF THIS CORRIDOR TRAFFIC
COULD BE ROUTED TO BEST SUIT MOTORIST
WITH PROPER SIGNS (GAS-FOOD-MOTEL) THIS
IS IN MY OPINION THE MOST SENSIBLE ROUTE
TO KEEP THE VOLUME OF AUTO'S GOING IN THE
DIRECTION AND DESTINATION THEY HAVE IN MIND
VOLUME OF AUTO'S WILL INCREASE IN THE FUTURE
- D - ROUTE IS THE ONLY WAY TO HANDLE IT -
ALSO NO THROUGH TRUCKS IN BC.

2. Which alternative do you prefer least and why?

D2-1.2

- B - SOLVES NOTHING - HEAVY CONGESTION -
CROSS TRAFFIC - MOST LIKELY IMPOSSIBLE -
ONE FENDER BOARDER AND THE WHOLE THING
BECOMES A PARKING LOT

Submit comments at the meeting or mail comments to Daryl Janco, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D2-1.1

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. As part of the mitigation effort, adequate signage will be required for any build alternative to promote the economic viability of Boulder City. The suggestion will be considered as part of this mitigation and in any subsequent design.

Response to Comment D2-1.2

The widening of U.S. 93 is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road. However, Alternative B does present the greatest amount of difficulty with respect to access and turns of all the build alternatives.

D3



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Andrea Anderson
Address 1507 Nevada Dr.
Boulder City, NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D3-2.1

Alt. D - It is the only alternative that does
not destroy our quality of life and small town environment.

D3-1.3

I would like to see the highway located south
of WYPA.

2. Which alternative do you prefer least and why?

All the others will have a terrible impact on the
community.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D3-2.1

Support for Alternative D and comment noted. 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 D3-1.3

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 noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).

D4



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BRUCE W ANDERSON
Address 1507 MANCALA DR
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D4-2.2

*ALTERNATIVE D is by far the best and most reasonable
route. It will have the least impact on our total
overall quality of life that we currently enjoy*

Response to Comment D4-2.2
Comment noted.

2. Which alternative do you prefer least and why?

D4-2.3

*Alternative A and B. Either doing nothing or B
would have the biggest impact on the quality
of life. These would most certainly divide the
City in half.*

Response to Comment D4-2.3
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D5



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Jan Anderson
Address 900 Keys Drive
B.C. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
D - Less impact on existing Res,
Parks, Land,
Got the Freeway out of town!
Few businesses will be impacted
Voted for by majority of residents

D5-1.4
D5-4.2

2. Which alternative do you prefer least and why?
B - NOT Realistic, it will cost
more

D5-3.2

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D5-1.4
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 D5-4.2
Preference for Alternative D noted. 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 D5-3.2
The estimated cost of each of the alternatives is included in the Executive Summary of the FEIS. According to the Preliminary Engineering Report, the estimated cost of construction and engineering for each alternative is as follows: Alternative A, no cost; Alternative B, approximately \$220 million; Alternative C, approximately \$220 million; and Alternative D, approximately \$345 million. This, however, does not include associated costs of mitigation for features such as drainage and biological requirements.

One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.

D6

Boulder City

COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ROBERT ASHLEY

Address 601 NORTH RIDGE DR.

BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D6-2.4

ALT. D - KEEP HEAVY TRUCK TRAFFIC OUT OF TOWN
IF TRAFFIC CONTINUES, EVENTUALLY THERE WILL BE A
HAZARDOUS MATERIAL SPILL. THIS CANNOT BE ALLOWED
TO HAPPEN.

2. Which alternative do you prefer least and why?

D6-5.1

ALT A. - THE EXISTING CONDITIONS ARE INTOLERABLE

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1243 South Stewart Street, Carson City, NV 89712

Response to Comment D6-2.4

Alternative D (southern bypass) would not preclude truck usage of existing U.S. 93; however, a reduction in total traffic through Boulder City is predicted with implementation of Alternative D.

Response to Comment D6-5.1

Comment noted.

D7



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Cynthia "Cindy" Beaudy
Address 1312 Estelle Dr
B-C

Please add my name to your mailing list. Yes No
I am on your mailing list

D7-2.5 1. Which alternative do you prefer most and why?
D accommodates both Commerce + Boulder
City's "quality of life" factors the best.

D7-1.5 2. Which alternative do you prefer least and why?
B seen the most to disrupt the quality
of life for B.C. citizens + produce
the most congestion for the commercial
vehicles

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D7-2.5
Position and comment concerning Alternative D noted.

Response to Comment D7-1.5
Social impacts of Alternatives B and C are detailed in FEIS Section 4.12.
Because Alternative B contains an arterial segment and traffic signals and the other build alternatives are full freeways, Alternative B is projected to contain the most overall congestion (Preliminary Engineering Report) of the build alternatives, but it does retain an acceptable LOS in the design year of 2027.

D8



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name GAILE BARNES
Address 633 Malaga DR
Boulder City NV 89005

Please add my name to your mailing list.

Yes No

1. Which alternative do you prefer most and why?

D8-2.6

Southern Alignment - less traffic in
Boulder city - less noise - keeps
city as a small town.

2. Which alternative do you prefer least and why?

no Build

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D8-2.6

Alternatives B and C would require noise barriers ranging in height from 2 m (8 feet) to 3 m (10 feet) at specific locations along the route (FEIS, Section 4.3.2).

Under Alternative D, no adverse noise effects are expected to occur anywhere in the developed portion of the project area. Areas within a distance of about 165 m (550 feet) would experience substantial noise level increases; however, noise abatement is not required because the affected lands are not considered "frequent human use" areas (FEIS, Section 4.3.1).

D9



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name WILLIAM W BARNES
 Address 633 MALAGA DRIVE
BC / NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D9-2.7

D - Southern routing of heavy truck traffic will have a marked impact toward improving the environment in Boulder City; the absence of trucks since 9/11 has been very much appreciated.

2. Which alternative do you prefer least and why?

D9-3.3

*A: doesn't solve the problems such as increasing traffic and hazards associated to increased accidents, pollution, & noise.
 B: I like least because they
 C: will be most expensive, and will needlessly destroy a beautiful quiet community. If this happens, I will move to Wyoming.*

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D9-2.7

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.

Altered views would result from construction and operation of all the build alternatives (FEIS, Section 5.1.9). Alternatives B and C include the Pacifica Way interchange. This proposed elevated crossing over U.S. 93 would obstruct views of Lake Mead from the nearby residential area.

The temporary air emissions and noise associated with construction of Alternatives B and C would impact Boulder City residents due to the proximity of residential and commercial uses. Mitigation for these impacts is identified in FEIS Sections 4.2.2 and 4.3.2, respectively.

Generally, higher concentrations of CO, nitrogen oxide (NO_x), and ozone (O₃) are anticipated with implementation of Alternative A (No Build) rather than with the build alternatives (FEIS, Section 4.2.1).

Also see response to Comment D6-2.4.

Response to Comment D9-3.3

Refer to response to Comment D5-3.2. Social impacts of Alternatives B and C are detailed in FEIS Section 4.12.

D10

Pacific



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT:
Name KAREN RAKHOLMAN
Address 528 Island CV
B.C. NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D10-2.8

The Southern Route "D" is most preferred because it will impact the residents of B.C. the least. -
Considering noise, pollution & general traffic puts "D" route to be the best!

2. Which alternative do you prefer least and why?

D10-1.6

Any route that uses US 93 is not acceptable - it is already a noise - unsafe condition & will become worse.
The school bus & anyone crossing 93 @ Pacific is putting themselves & our children in great risk!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D10-2.8

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 D10-1.6

The design development of Alternatives B and C contain a full freeway from the River Mountains Trailhead in Hemenway Valley to the eastern study limit. Therefore, at Pacifica Way, both alignments are freeways and a school bus stop could not be located there. The school bus would be routed to a frontage road or through some other local route instead of the new facility if either of these alternatives were constructed.

D11



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Audith Aspinwall
Address 1409 SAN FELICE DRIVE
BC

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D11-2.9 | "C" DISTURBS THE LEAST AMT OF DESERT
D11-4.3 | STILL CHASE ENOUGH TO TRAVEL FOR VISITORS WITHOUT
TRAVEL PROBLEMS TAKE HOME.

2. Which alternative do you prefer least and why?

D11-5.2 | "D" TOO MANY PROBLEMS INVOLVED.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D11-2.9

Comment noted. Alternative A (No Build) would disturb the least amount of desert land. Of the build alternatives, Alternative B would disturb the least amount of existing undeveloped land.

Response to Comment D11-4.3

Preference for Alternative C noted.

Response to Comment D11-5.2

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.

D12



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Robert V. Easton
Address 1409 San Felipe Dr
BC 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D12-1.7

C - gets traffic out of main throughway but
leaves it in area presently disturbed with
high traffic levels

2. Which alternative do you prefer least and why?

D12-2.10

D - It goes thru ~~and~~ presently undisturbed
area bypassing high noise levels to a side
of BC presently without these high noise
levels

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D12-1.7

This is correct with the exception of the area north of existing U.S. 93 within the River Mountains.

Response to Comment D12-2.10

See response to Comment D8-2.6.

D13



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Keneth L. Bell
Address 1449 Ranchside Rd
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

D13-3.4 1. Which alternative do you prefer most and why?
I prefer either B or C. As if it really was an option. These are by far
the best from a cost & stand point and for Boulder City as a whole as to
the impact on local businesses, pollution (air quality) & water impact.

D13-6.1 My biggest concern for the use of any of the alternatives is the planned
bridge crossing below the dam. Our we setting up a perfect shoot zone
for drive by's, to take out the Hoover Dam water if not the dam.

D13-3.5 2. Which alternative do you prefer least and why?
Alternative D. FEIS projected to cost more than double the cost of "B" or "C"
I feel this is an unduly stated amount for this route. I believe this is a major waste
of my tax dollars along with all other Americans that are contributing. It has our
leaders stand up and take charge of what they should be doing, running gov. and offshoring.
This route will add increased air pollution to the whole town, 80% of our prevailing winds
are from the SW & W. This will sweep all air across the town. This route will open

D13-2.11 up much new areas for new construction of businesses & homes. This will just add to
more pollution that will sweep up & through the existing town. This route will
impact much more wildlife habitat.
You build it, They will come.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D13-3.4

Refer to response to Comment D5-3.2.

Response to Comment D13-6.1

The situation described in the comment would be identical for all four alternatives in the Boulder City project, as the eastern study limit of the Boulder City EIS is just beyond the Hacienda Hotel and Casino, west of Hoover Dam.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for drive-by shootings of Hoover Dam is not considered a major issue for the project.

Response to Comment D13-3.5

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. See also response to Comment D5-3.2.

Response to Comment D13-2.11

See response to Comment D9-2.7.

D14



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BORIS A. BERNSTEIN

Address 1317 RAMONA LN

Boulder City, NV 89005-3320

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D14-2.12

Alternative D - it will take traffic & noise out of the residential area

2. Which alternative do you prefer least and why?

A for obvious reasons

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D14-2.12

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.

Boulder City

3. Other comments:

D14-1.8

An exit should be provided at the Buchanan (future) and the bypass crossing.

Response to Comment D14-1.8

The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. The Boulder City Council has provided a written request for an interchange to not be constructed at Buchanan Boulevard.

Instead, 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.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D15



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ROBERT BICKER

Address 1010 INDUSTRIAL RD #2
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D15-2.13

"D" LESS NOISE - LESS POLLUTION - LESS TRAFFIC
THROUGH B.C.

2. Which alternative do you prefer least and why?

D15-5.3

"C" ~~IS~~ CLOSEST TO MY HOME

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Sawyer Street, Carson City, NV 89712

Response to Comment D15-2.13

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.

Both Alternatives B and C propose through-town alignments that would carry mixed-flow traffic (trucks and automobiles). Refer to responses to Comments D6-2.4, D8-2.6, and D9-2.7.

Response to Comment D15-5.3

Comment noted.

D16



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Blackwell, Charlene

Address 132 Boulder City Forest Lane, BC

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? Alternative "D"

D16-5.4

Accomplishment of prime agenda, an efficient route for
current heavy traffic & known future heavy traffic increase
on a main highway, & will include off/on ramps into
Boulder City business & residential areas.

2. Which alternative do you prefer least and why? Which I understand is not

D16-2.14

a viable consideration.
B - LEAST PREFERRED - Too much truck traffic
thru town & residential areas, noise pollution, smog
pollution.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1283 South Stewart Street, Carson City, NV 89712

Response to Comment D16-5.4
Comment noted.

Response to Comment D16-2.14
Comment noted. As described in FEIS Section 4.3.1, potential impacts to noise-sensitive areas would experience major reductions in traffic noise levels through implementation of Alternative D.

Air quality impacts are discussed in FEIS Section 4.2.1. Alternative A has the highest estimated CO concentration at the U.S. 93/Railroad Pass intersection. Alternative B has the lowest CO concentration at the U.S. 93/Railroad Pass intersection, but it has the highest concentration at the U.S. 93/ Buchanan Boulevard intersection. Alternative C has the lowest concentrations at the U.S. 93/Buchanan Boulevard intersection, and it is only moderately higher than the lowest concentrations at the U.S. 93/Railroad Pass intersection. Alternative D is estimated to have the same CO concentrations at both intersections, which are higher than the other build alternatives at the U.S. 93/Railroad Pass intersection and fall between the other build alternatives at the U.S. 93/Buchanan Boulevard intersection.

D17



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name J.M. & C.V. BLACKWELL
Address 132 Forest Ln.
Boulder City NV 89006-1630

Please add my name to your mailing list. Yes No

only 1 copy this address

1. Which alternative do you prefer most and why?
South. Least undesirable impact on
the people of Boulder City

D17-6.2

It appears to me the study should have
covered from Henderson City limits
to Colorado river crossing. well south
of the Hacienda Hotel AND Much South
of Bland New Bridge. Boulder Dam
will still be expose to Terrestial area from New
Bridge

2. Which alternative do you prefer least and why?
Existing 93 - Noise WALKER, SAFT
& New through 93 equally unsafe, noise,
Plutonium, Air pollution

* Very short sited Plan in small disjoint
separate projects.

0601

Submit comments at the meeting or mail comments to Deryl Janice, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D17-6.2

Comment supporting Alternative D has been noted. 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 Hoover Dam Bypass project EIS addresses traffic and safety problems at the U.S. 93 crossing of the Colorado River, and the Boulder City/U.S. 93 Corridor Study EIS ties directly into this project. Each EIS addresses problems located within their respective study limits.

Boulder City

3. Other comments:

D17-1.9

*A. Bristle road and on/off Ramps well
be used - at or between Derry Road and
extension of George/Buchan*

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Harvard Street, Carson City, NV 89702

Response to Comment D17-1.9
The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit.

D18



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Marge Blockley
Address 1706 Esther Dr
Boulder City 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
Alternative A with
truck route through Laughlin or bypassing
Boulder City

D18-6.3

2. Which alternative do you prefer least and why?
Each of the others -- B, C, + D adversely
affects someone -- or the environment/LMBA.
and is lots more costly.

D18-2.15

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D18-6.3

Alternative A does not have a provision for a truck route through Laughlin or bypassing Boulder City. Alternative A is the No Build Alternative, which would mean no improvements to the existing highway route through Boulder City. Alternative D, the preferred alternative, does bypass Boulder City, but not as a truck route (though in initial stages of construction, the highway may be a designated truck route).

The potential for a truck route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS Appendix B for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project.

Response to Comment D18-2.15

Position and comment concerning Alternatives B, C, and D noted. The estimated cost of each build alternative is presented in the Preliminary Engineering Report for the project.

D19



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name: Wm. Blockley
Address: 1306 Estuor Drive
Boulder City, NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

NONE OF THE SINGLE ALTERNATIVES
Keep ALTERNATIVE "A" AS IS.
ADD A "TRUCK ROUTE" ONLY BY PASSING
THE CITY POSSIBLY "D" SOUTHERN ALTERNATIVE

D19-1.10

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D19-1.10

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 congestion on U.S. 93 in 2027, even without trucks, will produce failing levels of service between the study limits. However, there is the potential for the first phase of construction of the southern bypass (Alternative D) to be a truck bypass road, as traffic projections in the shorter term (2018 and sooner) do provide an acceptable LOS for a truck route only.

D20

Boulder City

COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

A-116

PLEASE PRINT

Name _____
 Address Debra D & Michel Nino
1330 Deaver St
Boulder City NV 89005-2006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D is the only
acceptable proposal. A-C would only tear up
the town for 3 or 4 years. If not D leave it alone.
No nothing A.

D20-2.16

2. Which alternative do you prefer least and why? B-C are about
equally undesirable. Rather than tear traffic
out of town and rebuild the entire city for
1 or 3 years with construction and inconvenience

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

P. J. Lake

Response to Comment D20-2.16

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.

Construction of Alternative D would produce the least amount of construction-related traffic and activities through town and on existing U.S. 93.

Boulder City

3. Other comments:

Fix it or leave it alone!

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D21



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name JOE BOWYER
Address 618 MT WILLIAMSON WAY
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D21-5.5

PLAN D WILL AFFECT LESS
PEOPLE

THIS MAKES A LOT OF SENSE
AS IS THAT NOT THE BEST FOR
THE PEOPLE INVOLVED

HIGHWAY DEPT. PEOPLE DON'T LIVE HERE
SO LET THEM MAKE MONEY & LEAVE

2. Which alternative do you prefer least and why?

D21-4.4

A - B - C WILL NOT BE
GOOD FOR THE PEOPLE OF B.C.

THIS WILL RUIN THE BUSINESSES
IN BOULDER CITY

I HOPE OUR COMMENT WILL HELP

D21-1.11

WHY DO WE HAVE TO CONTACT THE EVASINIC
CASINO

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D21-5.5

Comment noted. 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 D21-4.4

Comment noted.

Response to Comment D21-1.11

The eastern study limits were set in the initial stages of this study at the western study limits of the Hoover Dam Bypass project. The connection point for the Boulder City / U.S. 93 Corridor Study will be with the Hoover Dam Bypass final design.

D22

Public
Boulder City

COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P. J. Jones

PLEASE PRINT

Name Grove Breckenridge

Address 1503 Brentwood Dr.

Boulder City Nev. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D22-4.5

Southern Alignment - I am a
Business in B.C. - A1 Truck Driver
Training - @ 1105 Ind. Road - I have
been at same location for 23 yrs.
getting the traffic out of town is
my hope - Both as a Homeowner in
B.C. since 1968 & as a Bus. Man

2. Which alternative do you prefer least and why?

D22-4.6

improving existing US 93 - we must get
the traffic out of town - Our Quality
of life is at stake - I know Business
will close - but that's life!

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D22-4.5

Preference for Alternative D noted. 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 D22-4.6

Comment noted.

D23



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name RICHARD W BROWN
Address 766 Christina Dr.

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

023-5.6

D - Program

2. Which alternative do you prefer least and why?

all others

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D23-5.6
Comment noted.

D24



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name KEN BYLER
Address 1017 EL CAMINO
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

NONE BECAUSE WE'RE BEING ASKED TO
PICK THE LEAST BAD OPTION OUT OF
A TOTAL OF 4 BAD OPTIONS. IF THIS NEW
PROJECT IS REALLY FOR A CORRIDOR BETWEEN
PHX AND L.V. USE 95 TO RLYTHE I10 TO BRUX
RIGHT OF WAY IS ALREADY THERE PLUS 133 MILES
OF INTERSTATE ALREADY BUGHT AND PAID FOR.
DONT NEED TO BUILD BRIDGES OF RAMPS ETC.
BUT THIS IS A MAKE WORK PROJECT FOR ADOT

2. Which alternative do you prefer least and why?

ALL OF THEM
LEAVE THINGS AS THEY ARE INSTEAD OF
GIVING B.C. THE CHOICE OF WHICH WAY
WE WANT TO DIE AS A COMMUNITY

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D24-1.12

The study limits for the project are shown in the FEIS as on the western side the Foothills grade separation and on the eastern side at the western limit of the Hoover Dam Bypass project. The focus of this project is not to determine a corridor between Phoenix and Las Vegas, as outlined in Chapter 1 of the FEIS, Purpose and Need.

D24-1.12

D25

EX 415



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P. Major

PLEASE PRINT

Name PRISCILLA CALVERT
Address 617 NEW MEXICO ST.
BOULDER CITY NV. 89005

Please add my name to your mailing list Yes No

1. Which alternative do you prefer most and why?

SOUTHERN BYPASS ALIGNMENT...

- Decreased noise levels & air pollution to Boulder City residents, many are seniors who have retired here to escape these issues.
- The lovely view of the lake would be preserved.
- An almost non-populated area would be most affected by the truck traffic.
- Takes traffic away from areas our children utilize (decrease danger)

D25-2.17

2. Which alternative do you prefer least and why?

New THROUGH-TOWN ALIGNMENT...

- MANY of our senior & retired residents live along the proposed route. The traffic noise & pollution would be horrible!

D25-2.18

- The large number of businesses located along the route would have to relocate due to access issues.

D25-1.13

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D25-2.17

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 D25-2.18

A description of the demographics around each alternative can be found in Sections 3.12 and 3.13 of the FEIS. Possible impacts to these populations as a result of the alignments can be found in Sections 4.12 and 4.13.

As discussed in Section 2.5 of the FEIS, Alternative B would be constructed within existing U.S. 93 right-of-way.

Response to Comment D25-1.13

The development of Alternative C within the DEIS would not require the relocation of any businesses in Boulder City. Alternative B would likely require the displacement of five businesses.

D26



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name GRACE A. CAPORUSSO
Address 305 Ridge Road
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D26-1.14

The D Alternative - Southern Alignment. The D route is the route to use since it would be a "truck route". This would limit the truck traffic thru town. As for the businesses in B.C. the truckers are not tourists. Tourists would still come to B.C. whether by car or tour bus. This route would keep B.C. quiet and peaceful.

D26-4.7

2. Which alternative do you prefer least and why?

D26-4.8

The "C" Alternative - New through Town Alignment. This route would take valuable properties from citizens of Boulder City, it will create a concrete jungle in Boulder City. It will divide this town in half.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D26-1.14

The diversion of truck traffic alone from existing U.S. 93 to an alternative route (Alternatives B, C, or D) would not improve its service level to an acceptable LOS. Alternative D would be for cars and trucks not destined for Boulder City.

Response to Comment D26-4.7

Preference for Alternative D noted. 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 D26-4.8

Comment noted.

Boulder City

3. Other comments:

Since the Sugarloaf Bridge is a done deal, it would waste my time to suggest the route through Laughlin. I certainly hope the people will be heard and the Southern by pass of Boulder City will be the choice. It has been so peaceful and clean since that unfortunate day in September when the trucks and trailers were detoured from the Hoover Dam. Our town should be clean and peaceful from now on. I will await the final decision on this matter. I hope my home, which is in the boundary for C, is left alone.

D26-1.15

Thank you for listening
 Grace Caporaso


Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D26-1.15

In this study, NDOT is analyzing for a design year of 2027. Traffic estimates using computer modeling have shown that congestion on U.S. 93 in 2027, even without trucks, will produce failing levels of service between the study limits.

Presently, for security reasons, trucks are detoured away from Hoover Dam and the Boulder City area. Prior to implementation of truck diversion measures, trucks made up approximately 10 percent of the total traffic on U.S. 93 through Boulder City. Permanently removing trucks from U.S. 93 through Boulder City would not be enough to satisfy goals set forth in the Purpose and Need for the project.

D27



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT
 Name Noel Caporusso
 Address 305 Rioge Road
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? THE ONLY LOGICAL ALTERNATIVE IS D
BC DOES NOT NEED AN INCREASE IN TRUCK TRAFFIC. TRUCKS BRING POLLUTION
TO BC - NOISE, AIRBORNE RUBBER TILES, DIESEL FUMES. TRUCKS DON'T STOP OR SLOW
DOWN IN BC. ALTERNATIVE D SHOULD BE DESIGNATED TRUCK TRAFFIC ONLY
TOURIST TRAFFIC WILL STILL COME TO BC. MOST CITIES HAVE BYPASS
ROADWAYS TO KEEP TRUCKS FROM DRIVING THROUGH THE CITIES.

2. Which alternative do you prefer least and why? ALTERNATIVE C WILL DESTROY BC -
THIS WILL BRING MORE TRUCK TRAFFIC THAN BC - POLLUTION - NOISE, FUMES AND
POSSIBLE ACCIDENTS. CANAMAX TRAFFIC - TRUCKS RUNNING BETWEEN MEXICO +
CANADA. FUTURE TRUCKS CARRYING RADIOACTIVE WASTE TO YUCCA MOUNTAIN.
HIWAYS ARE UNATTRACTIVE, VIEWS OF LAKE MEAD WILL BE OBSTRUCTED.
PROPERTY VALUES WILL DECREASE ON EITHER SIDE OF THIS ALIGNMENT.
BC DOES NOT NEED AN INCREASE IN TRUCK TRAFFIC ON 93 ALIGNMENT
C. BC DOES NOT NEED THE NOISE AND DIESEL POLLUTION THAT THE
MAJOR CONSTRUCTION OF ALIGNMENT C

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D27-4.9
 Preference for Alternative D noted.

Response to Comment D27-1.16
 Social impacts of Alternative C are detailed in FEIS Section 4.12. Alternative C is a full freeway that would maintain a high speed of traffic through Boulder City, which tends to reduce air pollution as compared to idling vehicles (see FEIS Air Quality Sections 3.2 and 4.2).

Cumulative Impacts are shown in Chapter 6 of the FEIS.

Noise increases would be minimized using sound barriers. Safety would be achieved by separating through-town freeway traffic from arterial sections of Boulder City.

Response to Comment D27-2.19
 Comment noted. See response to Comment D9-2.7.

Response to Comment D27-4.10
 Comment noted.

Response to Comment D27-2.20
 Comment noted. See response to Comment D9-2.7.

Boulder City

3. Other comments:

D27-2.21

IT IS SO NICE NOT HAVING THE NORMAL TRUCK TRAFFIC ON 93 DUE TO THE DAM BEING CLOSED TO TRUCKS. THE THOUGHT OF ALIGNMENT C BRINGING AN INCREASE IN TRUCK TRAFFIC ON 93 IS A NIGHTMARE. ALIGNMENT C WILL DESTROY THE PACE AND TRANQUILITY OF BOULDER CITY. THE PROPERTY VALUE OF HOMES IN THE VICINITY OF ALIGNMENT C WILL FALL DRAMATICALLY - WHO WOULD BUY A HOUSE

D27-4.11

CLOSE TO OR OVERLOOKING A MULTILANE HIGHWAY, BRIDGES AND SOUND BARRIERS.

D27-2.22

THE SOUTHWAY BYPASS - DESIGNATED TRUCK ROUTE - WOULD NOT EFFECT AUTOMOBILE TRAFFIC IN ROUTE TO BOULDER CITY. NO TRUCKS ON 93 MEANS LESS TRAFFIC, LESS ACCIDENTS, NO TRUCK POLLUTION.

TRUCKS ON 93 ARE NO ASSET TO BOULDER CITY.

ALIGNMENT D THE SOUTHWAY BYPASS IS THE ONLY PRACTICAL AND LOGICAL WAY TO GO. WHY WOULD ANYBODY THINK THAT INCREASED TRUCK TRAFFIC THRU BC IS A GOOD THING. - ALIGNMENTS B+C WOULD ONLY AFFECT BOULDER CITY IN NEGATIVE WAYS.

THANK YOU AND MAY LOGIC GUIDE YOU TO THE RIGHT DECISION, THE ONLY GOOD DECISION FOR BOULDER CITY - ALIGNMENT D - THE SOUTHWAY BYPASS

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D27-2.21
Comment noted. See response to Comment D15-2.13.

Response to Comment D27-4.11
Economic impacts are evaluated in Section 4.11 of the FEIS.

Response to Comment D27-2.22
Refer to response to Comment D6-2.4.

D28



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name KEH T. SUZANNE CARPENTER

Address 401 LAKEVIEW DR
BOULDER CITY NV 89001

Please add my name to your mailing list.

Yes No

1. Which alternative do you prefer most and why?

D Southern Bypass
Less Impact
IF IT TAKES MORE MONEY, LETS
SPEND IT ON SOMETHING THAT IS
GOING TO BENEFIT THE PEOPLE
OF OUR GREAT LITTLE TOWN. IT
WOULD BE A SHAME IF B.O.C. WAS
CHOSEN AND OUR TOWN SUFFERED
FINANCIAL.

2. Which alternative do you prefer least and why?

I DON'T BELIEVE THERE IS ANY
ALTERNATIVE.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D28-5.7

Response to Comment D28-5.7
Comment noted.

Boulder City

3. Other comments:

D28-2.23

PEOPLE HAVE MOVED TO BOULDER CITY
BECAUSE IT IS CLEAN SAFE AND
~~QUIET~~ A-B-C WILL NOT GET ANY
OF THESE THINGS THAT BOULDER CITY
IS FAMOUS FOR. ALL SOMEONE HAS TO
DO IS GO TO HENDERSON OR LV AND
ASK WHAT THEY THINK OF BOULDER
CITY.

Response to Comment D28-2.23
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D29



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name CHUCK CASCIOPPO
Address 17 Valley View Lane
Boulder City Nevada 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D29-3.6

Alternative D seems to be the most effort less to build.. Nothing is in the way of progress. It could be built where you would never see it or hear it. You'd only need a sound wall on one side & with the right elevation you'd never see it. The downtown area needs the people who want to see Boulder City. Not the people who have to drive thru only.

D29-4.12

2. Which alternative do you prefer least and why?

D29-4.13

Alternative B - Because it would kill all business down Nevada Highway at Veterans Memorial Drive to Buchanan. At the turn off to the Lake. The way it is now with the trucks. Divert through Laughlin it is now a people friendly area to shop & eat and get service. Keep the thru traffic out of Boulder City.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D29-3.6

Construction of Alternative D would be visible from locations near its termini (Railroad Pass on the west and LMNRA on the east) and from residential areas near San Felipe Drive and the intersection of Buchanan Boulevard/Georgia Avenue.

Construction and operation of Alternative D would not require noise mitigation.

Response to Comment D29-4.12

Comment noted.

Response to Comment D29-4.13

Comment noted.

Boulder City

3. Other comments:

Boulder City has a lot of people
 who come here. Make it a destination
 AND NOT JUST A THROUGH TOWN.
 There's enough people who see
 the Dam - the Lake - the Marina's
 Hacienda Hotel - But keep the
 TOWN the same. User Friendly.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D30



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name MR + MRS FRED M. CHEEK
Address 536 GENNI PLACE
BOULDER CITY, NV 89005-1105

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D30-2.24

D or Southern Alignment is the only
route that will not cut Boulder City in half.
Hemmingway Valley residents do not want the
noise of a big highway right next to them.
It would cause a better condition for operating
future traffic demands along Hwy 93 will
reduce traffic problems in Boulder City road would
be much safer. I have rental on Bishop rd / one
way alley I could get to because traffic backed up from stop
light on Archman rd stop sign is
blinking. This will only make road
like this:

D30-1.17

2. Which alternative do you prefer least and why?

D30-4.14

The No build would be a disaster
especially when trucks are again allowed
over the new bridge. The improvements
to Hwy 93 and New Through town
alignment are not any help to the
new houses to right going to lake or
any of homes in Hemmingway Valley. The
increased traffic and noise will decrease
property values.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D30-2.24

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.

Response to Comment D30-1.17

Alternative D was developed with the intent of providing a bypass for through-town traffic that would minimize traffic through Boulder City. The decrease in traffic through Boulder City would improve traffic operations in problem areas.

Response to Comment D30-4.14

Comment noted.

D31



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BEATRICE CLARK
Address 400 ENTERPRISE CT.
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D31-2.25

"D" - LEAST DISRUPTIVE OF
PRESENT RESIDENTS.
MORE QUIET CITY ENVIRONMENT.
LESS CITY POLLUTION.
FEWER TRUCKS IN LOCAL TRAFFIC.

D31-6.4

IF NOT "D", THEN JUST WIDEN 95
AND EXPAND THAT ROUTE
FOR TRUCKS.

2. Which alternative do you prefer least and why?

D31-2.26

ALL OTHER. TOO MANY
NEGATIVES (SEE ABOVE).
SOUND BARRIERS WOULD
DESTROY NEIGHBORLINESS
AND SMALL TOWN ATMOSPHERE.

Submit comments at the meeting or mail comments to Deryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D31-2.25

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 D31-6.4

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. U.S. 95, south of Boulder City, is being widened. Phase One, from Searchlight to 18 miles north of Searchlight, is under construction. Phase Two, from 18 miles north of Searchlight to the U.S. 93 interchange, is scheduled to be completed by summer 2005. However, this, in itself, has been determined to not meet the Purpose and Need of the Boulder City/U.S. 93 Corridor Study EIS.

Response to Comment D31-2.26

The location of noise barriers for each of the alternatives is discussed in Section 4.3 of the FEIS. A discussion of their visual impact can be found in Section 4.10.

Boulder City

3. Other comments:

CONSIDER THE INPUTS OF RESIDENTS
SERIOUSLY - NOT JUST WINDOW
DRESSING.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D32



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name ROBERT C. CLARK
 Address 450 ENTERPRISE CT
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D32-6.5

NONE. WE LEAVE 93 AS IS, WIDEN
95 TO 40, NEW BRIDGE AND APPROACH
NEAR NELSON AT WILLOW BEACH.

2. Which alternative do you prefer least and why?

D32-5.8

C - NEW THRU TOWN ALIGNMENT

Submit comments at the meeting or mail comments to Daryl Jensen, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D32-6.5

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.

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

A bridge crossing at Willow Beach was eliminated from consideration in the early stages of the Hoover Dam Bypass EIS, predominantly due to very high impacts on the LMNRA.

Response to Comment D32-5.8

Comment noted.

D33



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Gary Compton
 Address 16276 Georgia Ave
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D33-2.27

B - it is most favorable to the
business community and least
environmentally damaging. would make
travel safer.

D33-1.18

2. Which alternative do you prefer least and why?

D33-1.19

D - most environmentally damaging
but does not solve the traffic
problem caused by Boulder City
residents

D33-4.15

City would divert most business
from the business community

D33-1.20

A - something needs to be done to
make bus road safer.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D33-2.27

Comment noted. Refer to responses to Comments D6-2.4 and D9-2.7.

Response to Comment D33-1.18

It is a goal of the development of all build alternatives to create a safer transportation corridor (see FEIS Purpose and Need, Chapter 1). FHWA, the lead agency, has identified Alternative D as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision, based in part on the conclusion that Alternative D is a safer travel corridor compared to Alternatives B or C.

Response to Comment D33-1.19

In an Origin and Destination Study conducted in March 2000 at Veterans Memorial Drive, 43 percent of vehicles surveyed had a destination of Lake Mead, Hoover Dam, or Arizona, while 57 percent had a destination of Boulder City. This information was used in the subsequent traffic modeling of the potential number of vehicles that would divert from the existing roadway to a bypass. According to these projections, Alternative D would provide an acceptable level of service in the design year of 2027 for vehicles on the existing roadway.

Response to Comment D33-4.15

Comment noted.

Response to Comment D33-1.20

It is a goal of the development of all build alternatives to create a safer transportation corridor (see FEIS Purpose and Need, Chapter 1).

D34



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name DIANE CONRAD
Address 700 5TH STREET
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D34-2.28

A and (D) because I want things to stay the same. OR KEEP NV HWY THE SAME. I have a business at 1649 NV HWY and do NOT depend on tourists or traffic. I like NO TRUCKS on or in our town.

D34-4.16

If we MUST IMPROVE THEN IT SHOULD BE (D). Keep things in town quiet and people will still come in wth want to. EVEN PEOPLE WHO DON'T STOP WILL still come in and take scenic route.

D34-4.17

B is the least preferred in my opinion. I don't want traffic in front of my business with a 6 lane Hwy to cross. MY CLIENTS HAVE A HARD ENOUGH TIME TURNING NOW.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D34-2.28

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 D34-4.16

Comment noted.

Response to Comment D34-4.17

Comment noted.

Boulder City

3. Other comments:

D34-2.29

Boulder City is quiet and beautiful. People who want tourist and etc need to approach the issue in a different kind of marketing ^{map} than to rely on ~~existing~~ existing traffic.

People now are NOT stopping much and the ones who do are asking directions and lost.

We need a marketing plan for buses if that's what Boulder wants not a Highway Right thru town!

I hope for Route D - ~~The Southern~~ Route.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D34-2.29

Comment noted. Refer to response to Comment D34-2.28. Local transit is addressed in Chapter 1 of the FEIS.

D35



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name Joyce D. Cook
Address 796 Los TAVIS WAY
BOULDER CITY, NV 89005-3530

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D35-1.21

I prefer the Southern Alignment because it takes the traffic away from town. However, I've heard that it would be the most expensive route - not that that would deter the government from picking this route. They think we taxpayers have bottomless pockets.

D35-3.7

2. Which alternative do you prefer least and why?

D35-6.8

We must not go with the "No Build" alternative. Something needs to be done to alleviate the traffic over Hoover Dam.

Submit comments at the meeting or mail comments to Deryl James, F.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D35-1.21

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.

Alternative D was developed with the intent of providing a bypass for through-town traffic to utilize that would minimize traffic through Boulder City.

Response to Comment D35-3.7

Comment noted. Refer to response to Comment D5-3.2.

Response to Comment D35-6.6

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 and congestion over Hoover Dam are not directly addressed by this project. The Hoover Dam Bypass project has selected an alternative to construct a bridge south of the dam, which will ease traffic congestion.

The combination of the Hoover Dam Bypass and Alternative D would promote smoother traffic flow through Boulder City and across the Colorado River, thus minimizing backups at Hoover Dam into Boulder City.

Boulder City

3. Other comments:

After the tragedy of Sept. 11, it would seem we have a route away from Boulder City. It has not wide U.S. 95 to Laughlin and make other improvements if necessary? Maybe this is a simplistic approach, but sometimes simpler is better and cheaper. It would take trucks away from town, and they don't stop for food or to buy gifts or to sight-see, anyway. Other vehicles could still if they wanted to.

D35-6.39

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D35-6.39

Comment noted.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

D36



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Donald V. Cooper

Address 512 CINDERELLA LN

BOULDER CITY NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

ALTERNATIVE "B"

D36-3.8 | 1 THE CHEAPEST

2 WILL SAVE THE PAVED

D36-4.18 | 3 WILL HELP B.C. BUSINESS

D36-2.30 | 4 SHOULD BE ABLE TO PASS WITH THE LEAST DISTURBANCE

TO THE ENVIRONMENT

2. Which alternative do you prefer least and why?

D SOUTHERN RT

TO COSTLY

D36-4.19 | BOULDER CITY WILL DRY UP AND FLOW AWAY

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D36-3.8
Refer to response to Comment D5-3.2.

Alternative B keeps traffic on the existing U.S. 93 Corridor, but with a widened roadway, and it is projected that it would provide an acceptable LOS at key links and intersections in the design year of 2027, as well as adhering to other requirements put forth in the Purpose and Need.

Response to Comment D36-4.18
Preference for Alternative B noted.

Response to Comment D36-2.30
Position and comment concerning Alternative B noted. Refer to responses to Comments D8-2.6, D9-2.7, and D15-2.13.

Response to Comment D36-4.19
Comment noted.

D37

4/4/02



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name Curtis Cornelius
Address 528 Island Cove
Boulder City, NV. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
The alternative I prefer the most is the
Southern Alignment Route D because
it is the least impacting to the
environmental conditions of the Boulder
City Residential Areas.

D37-2.31

2. Which alternative do you prefer least and why?
The alternative least acceptable is
Improvements to Existing US 93
Alignments because it is so directly
impacting to the existing & future
residential areas of Boulder City.

SEE BACK →

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Durand Street, Carson City, NV 89712

Response to Comment D37-2.31

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.

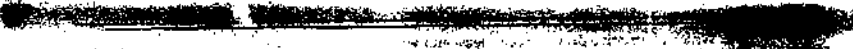
See also response to Comment D25-2.18.



3. Other comments:

D37-6.38

lets not even build the bridge.
It is not the solution to
the possibility of pollutant contamination
of the Colorado River flow south.
The route down the 95 is good
for All



[Empty lined area for additional comments]

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D37-6.38

The Hoover Dam Bypass EIS has been completed, and design is underway. In that EIS, the pollutant contamination potential of the Colorado River was deemed less significant than the existing U.S. 93 crossing or the Promontory Point Alternative, which, in a catastrophe, could produce contamination of Lake Mead and the Las Vegas water supply.

This comment does not directly relate to the Boulder City/U.S. 93 Corridor Study.

D38



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Ray Ploof
Address 5719 Lake Hudson Ln.
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D38-2.32

PLAN D: Provides Less Traffic
& More Less Chances For Traffic Accidents.
Provides For Better Deal For The Truck
Traffic. Better Deal For The
City Of Boulder.

2. Which alternative do you prefer least and why?

D38-3.9

Plan C: IT IS NO GOOD FOR THE
CITY OF BOULDER.
THE EXPENSE WOULD BE PROHIBITIVE

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D38-2.32

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 discusses the rationale for this decision. Refer to response to Comment D9-2.7.

Response to Comment D38-3.9

Refer to response to Comment D5-3.2.

D39



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Ihla J. CROWLEY
Address 384 NASSAU WAY
BOULDER CITY 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D39-6.7

1. NO-BUILD, WITH TRUCKS MANDATORILY
ROUTED SOUTH ON AN IMPROVED
HWY 95

2. ALTERNATIVE D. WHY? I LIVE
IN HEMENWAY VALLEY.

2. Which alternative do you prefer least and why?

B + C - I LIVE IN HEMENWAY
VALLEY.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D39-6.7

Alternative A does not have a provision for a mandatory truck route south on U.S. 95. Alternative A is the No Build Alternative, which would mean no improvements to the existing highway route through Boulder City.

Routing trucks on U.S. 95 will not fulfill the Purpose and Need of the project, in that traffic projections indicate that removing trucks from U.S. 93 will not alleviate congestion to acceptable levels in the design year of 2027.

D40



3. Other comments:

D40-4.20

SOUTHERN ALIGNMENT SERVES
THE RESIDENTS OF BC BEST.

THANK YOU,
ART DAVIE
107 FOREST LANE
BC
ART.DAVIE@AOL.COM

Response to Comment D40-4.20

Preference for Alternative D noted. 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.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D41



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Phone 702-293-1099

PLEASE PRINT

Name William S. Davis

Address 1100 5th St

Boulder City - NV - 89005

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

Below the D.O.F. Substation -
R.F. the #1 contains hazards of the
possible to change -

D41-1.21

R.F. under an overpass at end of Airport
will give Boulder City access to
'old' this new area south & south east

2. Which alternative do you prefer least and why?

through Town -
Why disrupt the old part of town
it would cause many
problems.

D41-5.9

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D41-1.21

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 noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).

The access area for Boulder City growth is the same for Alternative D as it is shown in the DEIS and as it would be if routed south of the Mead Substation. The alternative crosses west to east within WAPA land, outside the Boulder City limits. See FEIS Figure ES-1.

See also response to Comment D14-1.8 concerning vehicle access only at Buchanan Boulevard.

Response to Comment D41-5.9

Comment noted.

D42



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ANDREW DAVLIN JR.
Address P.O. Box 60040
BOULDER CITY, NV 89006-0040

Please add my name to your mailing list. Yes No

D42-6.8

1. Which alternative do you prefer most and why? 1 SOUTH TO SEARCHLIGHT + LAUGHLIN

D42-2.33

2 ALTERNATE "D"
LEAST IMPACT TO CITY, ^{OUR} WAY OF
LIFE, LEAST NOISE, LEAST DRESSER
EXHAUST & NITRUS OXIDE + LEAST VISUAL
IMPACT, + NO TRUCKS,

2. Which alternative do you prefer least and why?

1 Both them I would more favor
Boulder City + would probably join
all efforts legal or illegal to
stop R + D.

Submit comments at the meeting or mail comments to Daryl Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712.

Response to Comment D42-6.8

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 potential for a truck route through Laughlin was considered in the Hoover Dam Bypass Project (see the Hoover Dam Bypass EIS Appendix B for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

Response to Comment D42-2.33

Comment noted.

D43

John



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P. J. [unclear]

PLEASE PRINT

Name Ralph + Sara Denton
Address 1260 Denver St
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D43-1.22

"D" - We have lived in Boulder City since 1959. We have
watched the trucks pass through town even before the present by-pass
was built, and they pass in our air, congest the roads so regular
business are threatened, and main stop to shop - therefore no reason
to the town. It proves now that they are diverted through Laughlin,
that you can travel into and around Boulder City, without smothering
the fumes on listening to the noise.

2. Which alternative do you prefer least and why?

D43-2.34

All other routes because of the impact on our town.
Once they build sound barriers like they have on #215, you
are driving through a tunnel and cannot see the scenery. It
would take away the view of the lake, which is Boulder City's
greatest asset, until you are right upon it.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D43-1.22

Alternative D was developed with the intent of providing a bypass for through-town traffic (including trucks) to utilize that would minimize traffic through Boulder City.

Response to Comment D43-2.34

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.

See also response to Comment D8-2.26.

Boulder City

3. Other comments:

At our age, no matter which route is chosen, we probably won't live to see it completed. But as citizens, we feel it our duty to protect the town from "commence" as the trucking industry represents.

D43-1.23

Boulder City residents deserve better. Once the town grows to the mountains on the south, and homes were built there, it will be impossible for the town to service that part of the community without more fire stations and schools on that side of town. Because with a constant flow of trucks, it is going to be impossible to cross over safely.

D43-2.35

The two most valuable considerations, air quality and noise, are being improved with "D". If we look on space maintain, and the trucks roll through with nuclear waste, how can we, in good conscience, support not trying to protect the people in Bld from a second coming that waste?

Response to Comment D43-1.23

The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need, along with the current congestion and difficult access on the existing roadway.

Response to Comment D43-2.35

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.

Submit comments at the hearing or mail comments to Deryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D44



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Roxanne Dey
Address 1513 Della Ct
St. NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D44-5.10 | I prefer the southern
alternative route D.

2. Which alternative do you prefer least and why?

The no action alternative.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D44-5.10
Comment noted.

Boulder City

3. Other comments:

I thank your contractor did a wonderful job with the computer animation land maps.

D44-2.36

I came here with one opinion and after seeing the information I changed my mind.

Response to Comment D44-2.36
Comment noted.

Submit comments at the meeting or mail comments to Deryl Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D45



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Ma H Di-Teresa
 Address 644 California St.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D45-3.10

Alternative "B" - 1) Least disruptive to
the environment.
2) Cheapest
3) Most direct.
4) Does not direct traffic away from
our business district.

2. Which alternative do you prefer least and why?

D45-3.11

Alternative "D" - 1) Most expensive,
2) Will impact the most citizens
via noise, pollution, etc.
3) Least direct route to the bridge
4) Directs traffic away from our
business district

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D45-3.10

Refer to response to Comment D5-3.2. Social impacts of Alternative C are detailed in FEIS Section 4.12. Economic impacts of all build alternatives on Boulder City businesses are discussed in FEIS Section 4.11.

Response to Comment D45-3.11

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 also to response to Comment D5-3.2. In the Noise Impacts section of the FEIS (Section 4.3), Alternative D was projected to have the least impact on noise receptors. Other environmental impacts are discussed in Chapter 4 of the FEIS.

All alternatives end at the same point at the eastern study limit, just east of the Hacienda Hotel and Casino on existing U.S. 93. Alternative D would retain the longest route (distance) to the Hoover Dam Bypass bridge of all alternatives and would also take the longest amount of travel time, approximately 3 minutes longer than Alternatives B and C. This information is provided in the Preliminary Engineering Report.

D46



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name: AILEEN DIKE
 Address: 435 Columbia Ct
BOULDER CITY

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D46-2.37 Southern alignment, positively. We have a unique city here so why disturb it. Taking traffic away from town will only improve it. Too many homes will be lost going through Hemingway Valley. The no build route is only a postponement lets make the only sensible decision and go around the city. It is up to the merchants and citizens of B.C. to make tourists want to come here, forcing traffic to come through our city will have disastrous results and will only discourage voluntary visitation

D46-4.21

2. Which alternative do you prefer least and why?

D46-2.38 Stay out of Hemingway Valley. Following 93 through town increases pollution, noise, more accidents, loss of homes, water runoff from concrete surface carries more pollutants to lake. Admittedly per rainfall on average just mud, but a storm such as we had in '97 would be considerable. We live here - why cant our voices be considered?

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D46-2.37
 Support for Alternative D and comment noted. 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 D46-4.21
 Comment noted.

Response to Comment D46-2.38
 Refer to responses to Comments D6-2.4 and D9-2.7, and Sections 4.5 and 4.7 of the FEIS.

D47

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT *Fred*

Name Fred Zimmerman

Address 238 Sundstone Ct.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D47-2.39 D - it is the only alternative that will continue to keep the majority of commercial trucks, noise, + pollution out of the center of town. It also provides the safest route for transport of hazardous materials.

2. Which alternative do you prefer least and why?

D47-2.40 B - will bring truck traffic, noise + pollution back into the city, cut the community in half, increased speed limits, transport of hazardous materials through town, + will force closure or re-location of at least 5 businesses. Either

D47-4.22 B or C will have a negative impact on the value of our home, as well as our neighbors.

Submit comments at the meeting or mail comments to Deryl Jansen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D47-2.39

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 D47-2.40

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. See also response to Comments D6-2.4 and D25-2.18.

Response to Comment D47-4.22

Comment noted.

Boulder City

3. Other comments:

Boulder City is unique in many ways - it is the only city in the state of Nevada that has no gaming within city limits, has a controlled growth ordinance, & is home to Hoover Dam (one of the seven engineering wonders of the world) - Lake Mead. Bringing a major 4-lane highway through the middle of our town will devastate our "clean, green" quiet community that we live in.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D48



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name FERNE DISMUKE
Address 519 UTAH ST B.C. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D !!!

Keep thru traffic, Trucks, Utility Vehicles,
+ dust out of town.
Bridge Building Done out of town. Bridges
building supplies out.

At West junction: Truck Route →
Boulder City and Old Town ↑
Huge signs such as:

Welcome
2. Which alternative do you prefer least and why? Boulder City
Historic Old Town
Home of Hospitality
Good Food + Lodging
Shopping + Be pampered
Rest, drinks and Brouse
Bed and Breakfast
Visitors information at the
Boulder Dam Hotel on
Arizona Street.

D48-1.24

Submit comments at the meeting or mail comments to Deryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D48-1.24

Alternative D was developed with the intent of providing a bypass for through-town traffic (including truck traffic and utility vehicles) to utilize that would minimize traffic through Boulder City. According to the Air Quality section (FEIS Section 4.2), particulate matter (dust) levels would be approximately the same for any of the alternatives considered in this study.

Comment regarding signage is noted.

D49



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Angela Doyle
Address 1411 San Felipe Dr
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

I Choose Alternative (C)
my reasons are as follows
(C) (1) It is better for the environment.
(C) (2) It will be millions of dollars
cheaper.
(C) (3) The road was already made with the
the intention of going to the bridge
when it was first made, we do
not need a new one!!

2. Which alternative do you prefer least and why?

(D) (1) Because it was not suppose to
go that way to begin with.
(D) (2) The road going to the lake was
made for it with that intention
in mind to begin with.
(D) "the road already that goes to
the lake."
(over)

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D49-2.41
Alternatives B and C would cost approximately \$220 million, while
Alternative D would cost approximately \$345 million. Comment noted.

D49-2.41

Boulder City

3. Other comments:

D49-4.23

(D) 4 if you build a new road I believe
that it will take business away
from downtown also

Response to Comment D49-4.23
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D50



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name LEO DOYLE

Address 1411 SAN FELIPE DR

BOULDER CITY, NV 89005

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

C

PRESERVES EXISTING TRAFFIC FLOW WHILE
IMPROVING ACCESS TO SHOPPING AREAS FROM
TOWN. LOWER COST AND LESS IMPACT TO
ENVIRONMENT. POSSIBLE ALT B WOULD
ALSO WORK WELL

D50-1.25

2. Which alternative do you prefer least and why?

D. BECAUSE IT WILL HURT THE ENVIRONMENT
CHOKER OUR TOWN AND COST MESSA BUCK
ALSO ONE GROUP HAS HIRED THE EX GOVERNOR
AND RAISED LARGE SUMS OF MONEY TO
KEEP THIS OUT OF THEIR BACKYARD. IF D
IS CHOSEN IT WILL BE BECAUSE OF CORRUPT
POLITICS. GOMINS O'RIELLY, GET READY
TO ANSWER TO THEM. THE NATIONAL OUT
CRT WILL BURY YOU. (OVER)

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D50-1.25

Preference for Alternative C noted. Alternative C was developed as a through-town freeway that would move traffic through Boulder City at higher speeds while relieving congestion on the existing roadway. Alternative C would provide access to the commercial corridor with exits from the freeway at Railroad Pass, U.S. 95, an extended Buchanan Boulevard and Lakeshore Road.

Boulder City

3. Other comments:

YOU SHOULD BE USING THAT MONEY TO FIGHT YUKON NAT. THE STATE IS SHORT OF \$s, IS TALKING ABOUT INSTITUTING A STATE INCOME TAX, YET IS ALSO CONSIDERING SPENDING EXTRA MILLIONS TO APPRAISE A FEW RICH PEOPLE WHO WANT TO INCREASE THEIR PROPERTY VALUES AT THE TAX PAYER EXPENSE. IT IS A SCAM

D50-6.9

Response to Comment D50-6.9

The Purpose and Need for the project is presented in Chapter 2, Volume I, of the FEIS. Purposes for the study include the traffic congestion on U.S. 93 through Boulder City, roadway deficiencies, and safety considerations at high-crash intersections.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D51



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ROBERT DRANEY
Address 1315 Alpine Dr.
BC, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D-Southern Bypass

D51-2.42

- 1. least impact to 15,000 Boulder City residents
- 2. Reduces Noise & Pollution
- 3. Does NOT divide the city with a freeway
- 4. Does NOT create serious construction problems for the nearby residents

2. Which alternative do you prefer least and why?

D51-5.11

A, B & C -> These are STUPID alternatives that can only be supported by a few well connected businesses and landowners who would make some money to the detriment of the residents of Boulder City.

Submit comments at the meeting or mail comments to Deryl Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D51-2.42

Comment noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D51-5.11

Comment noted.

D52



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Leigh Dunn
Address 1002 Providence Lane
BC

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

~~I would prefer a new alternative...~~
I would prefer a new alternative...
Take the traffic south on 95 through
Searchlight/Laughlin. The road needs to be
widened. There is a plan to do so, why not
widen the road, make it appropriate for
truck traffic, save millions of dollars, and
lessen congestion in Boulder City and
also relieve the future problem of added
noise pollution.

D52-6.10

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D52-6.10

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 potential for a route through Laughlin was considered in the Hoover Dam Bypass Project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

D53



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Johnna Ettrich
Address 1569 Lake Michigan Ln
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

"D" I live in Hermosa Way Valley
and US 93 is already very
bad with too much traffic.
We have a beautiful town
and we would like to keep
it that way.
If any other route is taken
it would divide our city.

D53-1.26

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D53-1.26

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.

Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.

D54



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name FRANK E. ENSIGN
Address P.O. BOX 61770
BOULDER CITY, NV 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D54-5.12 | PLAN "D" LESS IMPACT TO BOULDER CITY

2. Which alternative do you prefer least and why?

D54-3.12 | PLANS "B" AND "C"
WILL
DESTROY BOULDER CITY

Submit comments at the meeting or mail comments to Daryl Jasso, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D54-5.12

Comment noted. 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 D54-3.12

The potential impacts of Alternatives B and C are described in FEIS Chapter 4.

4-4-02

Boulder City / U.S. HWY. 93
CORRIDOR STUDY

D54-2.43

PLAN "D" THE SOUTHERN ALIGNMENT BETWEEN RAILROAD PASS AND THE HACIENDA HOTEL & CASINO IS BY FAR THE "BEST" ALTERNATIVE. IT WON'T IMPACT BOULDER CITY QUALITY OF LIFE AND HISTORICAL SIGNIFICANCE WITH AIR, NOISE, TRAFFIC, LIGHT AND VIEW POLLUTION LIKE PLANS "B" OR "C".

Response to Comment D54-2.43

Comment noted. Refer to responses to Comments D6-2.4 and D9-2.7.

D54-2.44

PLAN "C" THROUGH BOULDER CITY NEXT TO THE MOUNTAIN IS BY FAR THE "WORST". THIS WOULD BE EQUIVALENT TO BUILDING A FREEWAY THROUGH THE MIDDLE OF ZION NATIONAL PARK.

Response to Comment D54-2.44

Comment noted.

D54-3.13

HIGHWAY DESIGNERS AND PLANNERS CONSISTENTLY UNDER DESIGN ROADS AND HIGHWAYS FOR FUTURE TRAFFIC CONDITIONS. EVEN IF PLAN D IS MORE EXPENSIVE NOW -- IT WOULD PROVIDE EASY AND INEXPENSIVE FUTURE EXPANSION. THE FHWA SHOULD PICKUP THE COST DIFFERENCE BETWEEN PLAN "D" AND "B" OR "C" BECAUSE OF THEIR POOR BRIDGE SITE SELECTION.

Response to Comment D54-3.13

The conceptual plan for each alternative is consistent with NDOT and AASHTO design standards and to meet 2027 traffic conditions.

D54-6.11

THEY

Response to Comment D54-6.11

FHWA completed the environmental process and selected the Sugarloaf Mountain Alternative for the Hoover Dam Bypass EIS. It does not consider the selection to be poor.

D55



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Don + LaVonne Estes
Address 103 Forest Ln.
B.C.

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D55-2.45

Plan D (Southern Bypass)
This is the only route that leaves some semblance of the essence of Boulder City.

D55-4.24

As for my wife and I, any other route would effectively nullify our way of life, likely forcing us to leave the area and seek peace elsewhere, and we have been at our present address about 38 years.

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89713

Response to Comment D55-2.45
Comment noted.

Response to Comment D55-4.24
Preference for Alternative D noted. 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.

D56



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name DV FAGAN

Address DV FAGAN@YAHOO.COM

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D56-6.12

NONE OF THE ABOVE
LEAVE THE LEVELS ON US 95 AND IMPROVE
IT

2. Which alternative do you prefer least and why?

ALL OF THE ABOVE (SCR.#1)

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D56-6.12

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.

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

Boulder City

3. Other comments:

D56-6.13

Building a CONCRETE PLATFORM (THE BRIDGE) FROM WHICH TO DESTROY THE DAM IS A DUMB IDEA. THE ONLY THING HOLDING THE DAM IN PLACE IS LAKE MEAD. EXPLODING A SMALL NUKE FROM THE BRIDGE WILL REMOVE THE PRESSURE AND WITH IT, THE DAM.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D56-6.13

The situation described in the comment would be identical for all four alternatives in the Boulder City/U.S. 93 Corridor Study project, as the eastern study limit of the Boulder City/U.S. 93 Corridor Study EIS is just beyond the Hacienda Hotel and Casino, west of Hoover Dam.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for nuclear explosions causing devastation to Hoover Dam is not considered a major issue for the project.



D57

COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Mae Fair

Address PO Box 62410
Boulder City NV 89006

Please add my name to your mailing list. Yes No

Already online

1. Which alternative do you prefer most and why?

D57-3.14

"D" this was the route voted on by the citizens of Boulder City as an advisory issue several years ago. Any of the other routes will compromise the quality of life here. The pollution, traffic congestion and safety of our citizens will be affected by any of the other alternatives. The "D" alternative has the least impact on people & the sensitive environment of the Lake Mead National Recreation Area. Truck traffic and transportation of contaminants is a sensitive issue through the area.

D57-2.46

D57-2.47

The least attractive is "A" to do nothing would be a huge mistake. Traffic flow is already a huge problem as well as pollution. Safety. It is determined to the detriment of our residents.

Submit comments at the meeting or mail comments to Darcy Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D57-3.14

Section 1.3.5 of the FEIS discusses this City Initiative, in which citizens voted by a 61.3 percent majority to accept a diverted highway containing three characteristics. Alternative D retains all three of these characteristics, but the 1999 vote was not specifically concerning Alternative D.

Response to Comment D57-2.46

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.

Response to Comment D57-2.47

Position and comment concerning Alternative A noted. Refer to responses to Comments D6-2.4, D8-2.6, and D9-2.7.

Boulder City

3. Other comments:

Any other route but "D" will
have to be re-routed there in
a very short period after completion
due to the increased population of
the Las Vegas Valley.

D57-3.15

Response to Comment D57-3.15

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 B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. Alternative C bypasses the commercial corridor of Boulder City, and then it connects with the Alternative B route at the River Mountains Trailhead in Hemenway Valley. Alternative C would also provide an acceptable LOS in the design year.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D58



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Bob Kane
Address 144 Desert Valley
Boulder City, 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
I prefer route
"D" I feel that any other route
would only divide Boulder City up
which would lose our quality of life
See large trucks coming within
populated area creates a further of
hazard. I'm concerned about trucks
driving hazardous waste moving through
our town and the accident that
might occur

2. Which alternative do you prefer least and why?
Any route other than "D" will not
serve the community

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D58-2.48

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.

Refer also to responses to Comments D6-2.4 and D15-2.13. Design features (i.e., roadway configuration and geometrics) incorporated into the conceptual plan for each build alternative would reduce the potential for vehicular collisions.

D58-2.48

D59



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BOB FAISS
Address 835 TEMPLE ROCK COURT
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D59-2.49 Route D is the only route that will
enhance the quality of life of our community
by taking noise, pollution, congestion and
danger away from our homes and
commercial center. Route D is the only
D59-4.25 one that ensures the preservation of
St. Jude's Ranch for Children.

2. Which alternative do you prefer least and why?

All the other alternatives are
harmful to the future of Boulder
City.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D59-2.49

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.

Refer to Chapter 4 of the FEIS and the response to Comment C1-2.1.

Response to Comment D59-4.25

Preference for Alternative D noted. 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.

Boulder City

3. Other comments:

D59-2.50

Boulder City and the approach to Lake Mead are treasures that belong to the general public, not just the citizens of the community. Any route other than D erodes the quality of those treasures for residents & visitors alike.

Response to Comment D59-2.50

Support for Alternative D and comment noted. 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.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D60



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BOB FERRARO
Address 515 NORTHRIDGE DR.
BOULDER CITY, NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D60-5.13

ALTERNATE D

2. Which alternative do you prefer least and why?

ALTERNATE B AND C

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D60-5.13
Comment noted.

D61

9/4/12



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name James Friseth
Address 812 Marina Drive
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D61-2.51

Southern Alignment
Improved air, reduced congestion, improved
safety in Boulder City for pedestrians and bikers

2. Which alternative do you prefer least and why?

No Build - Decreased air quality, increased noise
Threat to pedestrians and bikers, increased
traffic and congestion.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D61-2.51

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.

Improvements to bicycle and pedestrian facilities as a result of mitigation from the construction of the Build Alternatives are discussed in Section 4.14 of the FEIS.

D62



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Dolores Gabay

Address 618 MT WILLIAMSON WAY
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Alternative D - Effects less people
least amount of impact. This plan makes
the most sense maybe long way around but
who cares. Trucks have been driving long distances
since 9/11 so lets continue to leave it
that way

D62-1.27

2. Which alternative do you prefer least and why?

Alternative B - Makes it difficult
getting in + out of Lake Mtn Drive

D62-1.28

I am sure the decision has already been made
and you are not listening to the people who
would be affected. But then that's the way
the govt does things.

D62-2.52

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1363 South Stewart Street, Carson City, NV 89713

Response to Comment D62-1.27

Alternative D was developed with the intent of providing a bypass for through-town traffic to utilize that would minimize traffic through Boulder City.

However, Alternative D does not leave the truck route the same as it is at present. At present, the trucks are routed through Laughlin. Alternative D would produce a route that trucks can use to get around Boulder City, crossing just north of the Mead Substation.

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 D62-1.28

Vehicles accessing U.S. 93 using Alternative B from Lake Mountain Drive would use the frontage road to access the facility at the Lakeshore Road interchange.

Response to Comment D62-2.52

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. Public input and participation is critical to the process.

4416

D63



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name HANS A. GANZ

Address 943 WOODACRE DRIVE

BOULDER CITY NV 89005-1145

hansoganz@juno.com

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

ROUTE D, FASTER FOR TRAFFIC
QUIETER FOR NEIGHBORHOOD
EASIER TO BUILD OUTSIDE
ESTABLISHED RESIDENTIAL AREAS.

D63-3.16

2. Which alternative do you prefer least and why?

I COULD ALSO LIVE WITH ROUTES B OR C
WHICH ARE LESS COSTLY.

4-15-02

H. A. Ganz, P.E. retired

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89713

Response to Comment D63-3.16

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. Alternative D would be the longest route (distance) to the eastern study limits of all alternatives, and it would also take the longest amount of travel time, approximately 3 minutes longer than Alternatives B and C. Travel time is approximately 30 seconds shorter for Alternative C than Alternative B, and Alternative C is approximately 200 m shorter than Alternative B. This information is provided in the Preliminary Engineering Report.

Alternative D would cause the least amount of noise impacts on Boulder City residents (see FEIS Section 4.3) and less construction-related impacts on the existing residential areas of Boulder City (see FEIS Section 4.17).

D84



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name MARK GERRITY

Address 1027 KAW DRIVE

BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D64-2.53 D Sound - Light SAFETY - View of the Surroundings

D64-2.54 We need bike paths in the path of RMTB

2. Which alternative do you prefer least and why?

A - a to low blue line by way of having a small community and natural park - NO -

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D64-2.53

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.

See also response to Comment C5-2.5.

Response to Comment D64-2.54

Comment noted. See response to Comment C13-1.4.

Boulder City

3. Other comments:

We need a look at...

Lined area for handwritten comments, mostly blank.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

D65



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Caryn Gifford

Address 1692 Marina Dr
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

alternative D. I am a parent of 2 precious
teenagers one is a new driver and the
other soon to be. It scares me to death
to think of them dodging heavy traffic &
semi trucks to get to their favorite fast
food restaurants and video stores.
The same goes for the elderly. We cannot
have the trucks right through this
small beautiful town.

D65-1.29

2. Which alternative do you prefer least and why?

B+C it would
completely ruin Boulder City.
Please listen to our comments
we moved here to be safe not killed
on a major highway.
Thank you very much
Caryn Gifford

D65-5.14

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D65-1.29

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 C would provide a separate freeway with controlled access and would not allow for pedestrian travel along it. As part of the mitigation effort (outlined in the Bicycle and Pedestrian Section 4.14 of the FEIS) for any build alternative, pedestrians and bicyclists must be accommodated.

Alternative B would contain an arterial segment from Veterans Memorial Drive into Hemenway Wash at the River Mountains Trailhead. It is only in this segment where trucks would likely be traveling alongside bicyclists and pedestrians. Mitigation would be required to increase safety in this location as well.

Response to Comment D65-5.14

Comment noted.

D66



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name JEFF GIFFORD
Address 692 MARIA DR
BOULDER CITY NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D66-5.15

D. SOUTHERN BI-PASS. I FEEL THE SOUTHERN
BI-PASS WILL HAVE THE LEAST IMPACT ON
BOULDER CITY.

2. Which alternative do you prefer least and why?

D66-4.26

A.B.C. THESE ROUTES BEING THE HIGHWAY RIGHT
THROUGH TOWN. IT WILL LOWER PROPERTY VALUES
BEING MADE POLLUTION, AND LET ARE TOWN
IN HALF

Submit comments at the meeting or mail comments to Deryl Jansen, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D66-5.15

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 Executive Summary and Chapters 4 and 5 for descriptions of the potential impacts.

Response to Comment D66-4.26

Preference for Alternative D noted. 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.

D67



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name LINDA GOODMAN
 Address 945 KENS DR
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D67-6.14

Taking the traffic thru LAUGHLIN. SINCE
 Sept 11th all the truck traffic has been
 forced to go that route. Good as made
 life "MUCH IMPROVED IN BOULDER CITY"
 Safer and quieter roads, less air
 pollution and much less congestion
 to Lake Mead and over the dam. Saving
 a National Treasure "The Hoover Dam" is
 very important. So is Peace and Quiet!

2. Which alternative do you prefer least and why?

D67-2.55

DO NOT DISTURB BOULDER CITY
 AND OUR OTHER VIEWS OF LAKE MEAD
 TOO HARMFUL TO US BY CREATING A
 BIGGER HIGHWAY IN B.C. AND TO OTHER
 LARK AND TO CROSS THE DAM.
 WE DON'T WANT POLLUTION, TRAFFIC,
 NOISE OBSTRUCTION OF LAKE VIEWS and
 UNSAFE TRUCKS OR OTHER DRIVERS.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Street Street, Carson City, NV 89712

Response to Comment D67-6.14

The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

One of the goals of the Hoover Dam Bypass project was to preserve the Hoover Dam National Landmark. Constructing a bridge to bypass the dam and take all but tourist traffic off the dam will aid in accomplishing this goal.

Response to Comment D67-2.55

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 potential impacts vary among the four alternatives and are outlined in the FEIS in Chapter 4.

Boulder City

3. Other comments:

BOULDER CITY IS A VERY UNIQUE TOWN and an anomaly for NEVADA. WE have chosen to stay a "Small town" by all of the following, and more:

- 1) Gaming is outlawed
- 2) Limited Growth by law
- 3) Historic Districts
- 4) Pride in ownership

We enjoy our clean air, safe streets (for the most part), being neighbors, no gambling, very respectful lettering of which by the way since 9/11/01 we never felt because Nevada people already come through town.

It has been quiet since 9/11/01 and we do feel safe. Air quality has been improved as well.

D67-6.15

People in Laughlin want the ~~road~~ and the income with it. They ~~do~~ understand their impacts

D67-4.27

We would like to improve the quality of our roads and some to be widened, but not at the cost of creating new highway and traffic through Boulder City.

Submit comments at the meeting or mail comments to Cheryl James, P.E., Chief Environmental Services Division, Nevada Department of Transportation, 1000 South Fremont Street, Carson City, NV 89712

4/19/01 10:28 AM call to report things as they are

Response to Comment D67-6.15

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. Any speculation of economic gain cannot sufficiently make up for not meeting a purpose and need in an environmental document.

Response to Comment D67-4.27

Comment noted.

D68

Boulder City

COMMENT FORM
 Boulder City/U.S. 95 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name William L Grant

Address 807 DEL MONTE LANE
Boulder City, NEVADA

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D. (But with some reservations)

D68-2.56 (1) Proximity to Boulder Rifle Range would cause closure of the range - this is not desirable. The Highway needs to move further north (or west) to allow the rifle range to remain open in its current position.

D68-1.30 (2) No access off route D is provided at Buchanan Bl. This is not desirable. Off & on ramps need to be provided at Buchanan Bl. (which is a four lane divided Hwy going right into Boulder City & access to the hospital)

(3) See comments -

2. Which alternative do you prefer least and why?

IF these comments can not be addressed & corrected, I would prefer option C

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D68-2.56

Alternative D has been realigned approximately 70 m (230 feet) north of its original alignment (as described in the DEIS) in the vicinity of the Boulder Rifle Range. The realignment will allow the rifle range to remain open in its current position.

Response to Comment D68-1.30

The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. 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.

Boulder City

3. Other comments:

It is inconceivable to me how the DEIS can take into account the preservation, or at least consideration, of items such as RECREATIONAL BICYCLE ROUTES & EQUESTRIAN PARKING AREAS which are seldom used, but completely LACKED to consider the Boulder Rifle & Pistol Range which is used by the public EVERY SINGLE DAY!

If the RIFLE RANGE IS NOT CONSIDERED AS A HISTORICAL MONUMENT (BEING THAT IT HAS BEEN IN EXISTENCE SINCE THE 1930s) IT SHOULD AT LEAST BE CONSIDERED AS A VALUABLE RECREATION RESOURCE.

In fact it is the only shooting area, open to the general public without charge, in ALL OF CLARK CO.

IT IS ESTIMATED, THAT RELOCATION OF THE RIFLE RANGE WOULD COST IN EXCESS OF \$500,000.00 FOR JUST THE EARTH WORK ALONE, NOT COUNTING THE COST OF RECREATING THE STRUCTURES, WALLS, TARGET BUTTS, & STORAGE AREAS CURRENTLY IN USE ON THE RANGE.

IT IS MY UNDERSTANDING THAT THE PROPOSED SHOOTING COMPLEX IN NORTH LAS VEGAS IS SEVERAL YEARS AWAY FOR OPERATION (IF NOT DECADES) & WILL COST A LOT MORE THAN A CHANGE IN ROUTING OF THIS BYPASS.

Boulder City's plan to ~~lose~~ OF BUILDING A RANGE IN THE EL DORADO VALLEY IS ALSO A LONG WAY OFF, AND DOES NOT ACCOUNT FOR THE RELOCATION OF FACILITIES, AT ALL.

Route D would need to be ASPHALT NOT CONCRETE to cut down on noise!

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D68-2.57

See response to Comment D68-2.56.

Response to Comment D68-3.17

The conceptual plan for each alternative describes major design features. The choice of material and other specifics will be addressed in the design phase (following a ROD) should a build alternative be selected by FHWA.

D69



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Manfred and Margot Guenther
Address 300 Barcelona Way
BC

Please add my name to your mailing list. Yes No

D69-2.58

1. Which alternative do you prefer most and why? "D" the
Southern by-pass. It would be
the least disruptive option and the
alternative with the least amount of
negative impact on the lives of B.C.
residents.

D69-1.31

2. Which alternative do you prefer least and why? B + C
the construction of these roadways
would be intolerably disruptive to
those of us living in Hemenway valley.
The volume of traffic if either
option B or C are chosen would be
catastrophic for residential areas.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D69-2.58

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 responses to Comments D8-2.6 and D9-2.7.

Response to Comment D69-1.31

All three build alternatives have been developed to address the problem of traffic congestion. The traffic analysis of Alternatives B and C predicts an acceptable LOS at critical links and intersections for the design year of 2027. The social impacts associated with the amount of traffic through Boulder City are addressed in FEIS Section 4.12.

D70



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Justina O. Halliday
Address 499 Lake Hadassah Dr.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

D70-5.16

1. Which alternative do you prefer most and why?
D. Even closer

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D70-5.16
Comment noted.

D71



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Albert K Hamel
 Address 1207 Kelpwood St.
Boulder City, NV 89005

Please add my name to your mailing list. Yes ^{on it} No

1. Which alternative do you prefer most and why?

D71-2.59 "D" It will keep the truck out of B.C. less noise & pollution. The cost may be more than "B" but I believe it will work out better in the long run.

2. Which alternative do you prefer least and why?

D71-2.60 "B" It may be cheaper, but will end up looking like I 26 & I-515 in Henderson.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Street Street, Carson City, NV 89712

Response to Comment D71-2.59

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.

Alternative D would cost approximately \$345 million, while Alternative B would cost approximately \$220 million.

Response to Comment D71-2.60

Comment noted.

Boulder City

3. Other comments:

D71-6.16

Traffic needs to be taken off the dam. It is too dangerous. A bridge below the dam is needed, to help 95 traffic. Both routes will be needed in 15-20 years. I work at Hoover from 5/90 to 1/98, I seen a lot of trucks side-swipe ending up dumping their loads.

Response to Comment D71-6.16

The Hoover Dam Bypass project has completed its EIS, and design is underway for a bypass bridge 1,500 feet south of the dam (the Sugarloaf Mountain Alternative).

This comment does not directly pertain to the Boulder City/U.S. 93 Corridor Study EIS.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D72



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JAN HANSEN
 Address 1622 GEORGIA AVE
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? B

D72-3.18

LOWEST COST LEAST AMOUNT OF IMPACT ON
BUSINESS AND LOSS OF QUALITY OF LIFE
IN BOULDER CITY

2. Which alternative do you prefer least and why? "D" !!!

D72-3.19

THE HIGHEST COST AND MOST IMPACT ON
THE QUALITY OF LIFE IN BOULDER CITY
ESPECIALLY ALONG GEORGIA AVE AND
THE LEWIS HOMES AROUND THE GOLF COURSE.

NOTE: IF THE "D" ALTERNATIVE COULD BE FINED
TOWARDS THE MOUNTAINS BEHIND AND EAST
OF THE MEAD SUBSTATION MAYBE THAT WOULD
BE MORE ACCEPTABLE ??

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D72-3.18

Refer to response to Comment D5-3.2. Social impacts of Alternative C are detailed in FEIS Section 4.12. Economic impacts of all build alternatives on Boulder City businesses are discussed in FEIS Section 4.11.

Response to Comment D72-3.19

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.

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 noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).

D73



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name DENNIS HANSON
Address 687 MARINA DR. #30
D.C.

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D73-4.28

D" BECAUSE OF B/C IMPACT ON
Boulder City & Homeowner's Valley.
LOSS OF VALUE TO PROPERTIES.

2. Which alternative do you prefer least and why?

A. SOMETHING HAS TO BE DONE TO MGMT
TRAFFIC. THERE IS NO OPTION UNLESS 95
BECOMES THE PRIMARY ROUTE

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D73-4.28

The preference for Alternative D noted. 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.

D74



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Daniel Hearn
Address 512 Rami Pl
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D74-5.17

Southern Route - least impact on
community -> Alt D

2. Which alternative do you prefer least and why?

Hemenway Valley/Altoona Route - Does
much impact on ^{the} community -> Alt B & C

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D74-5.17
Refer to response to Comment D66-5.15.

Boulder City

3. Other comments:

A. Recommend widening 95 ~~to~~ to I-40

B. Cancell Boulder City By-Pass

C. Make 95 Truck Route

D. Close 93 to all Truck Traffic
except delivery services to BC

E. Keep Security Entrance over Hoover
permanently.

F. A bridge down river from Hoover
is too invasive to terrain.

D74-6.17

Submit comment at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D74-6.17

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.

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

The Hoover Dam Bypass project has completed its EIS, and design is underway for a bypass bridge 1,500 feet south of the dam. The potential for terrorist activity impacting Hoover Dam from the bridge is not considered a major issue for the project.

Security at Hoover Dam will be increased with the Hoover Dam Bypass by allowing only tourist traffic at the dam.

D75



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Harry W. Helfrich
Address 1521 Irene Drive Boulder City, NV 89005

Please add my name to your mailing list. Yes No

D75-3.20 1. Which alternative do you prefer most and why? I would prefer Alternative C. I believe that the cost of 'D' is prohibitive & it would do too much damage to the environment.

D75-1.32 2. Which alternative do you prefer least and why? Alternative 'D' would be my last choice. I don't want the traffic on the existing Highway coming into town from Las Vegas.

Submit comments at the meeting or mail comments to Daryl Jasso, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D75-3.20
Refer to response to Comment D5-3.2.

Response to Comment D75-1.32
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.

Boulder City

3. Other comments:

Alternative D is bad for the Environment & the Cost is excessive.

The DEIS goes into a lot of detail on Area D as to Bike Paths, Equestrian Trails & parking but says nothing about Boulder Rifle & Pistol Club Range. This range has been in existence for over 65 years. If the road goes thru as the draft says, the range will have to close. The cost of moving the range would be in excess of \$750,000. The Earthwork including interior roads & range facilities would be in the neighborhood of \$250,000. This is a cost that has not been figured in.

The Boulder Rifle & Pistol Club range is the only range with a shooting area open to the public in Clark County. The range is in use 7 days a week. There are shooters on the range daily & on weekends the range is full.

This range is also used for national Match competitions. It is the one of the few ranges with a cover capability in the Southwest.

D75-2.61

Response to Comment D75-2.61
See response to Comment D68-2.56.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D76



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name BARBARA HUGHES
 Address 621 LAKE SUPERIOR LN
BOULDER CITY

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D76-2.62

alt. D - To me this is the only sensible way to go; the other routes tear Boulder City apart adversely impacting the majority of citizens. We don't want the dirt, noise, etc. that these freeways bring w/ it would be a tragedy to ruin our quiet peaceful small community - the reason we moved here in the first place. Please don't do this to us - select alt. D.

2. Which alternative do you prefer least and why?

D76-3.21

Improvement to existing 93. This only brings the problems I mentioned above splitting our little community in two. If you selected this plan expansion is needed in the future, where would you go? Stop worrying about turtles & sheep and think about the people!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D76-2.62

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 responses to Comments D6-2.5 and D9-2.6.

Response to Comment D76-3.21

Alternative B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. If, in the future, actual growth were to exceed current projections causing deficiencies in the performance of Alternative B, expansion of Alternative B to accommodate actual growth would be the most difficult of all the alternatives.

D77



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name James Hughes
 Address 621 Lake Superior Ln
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D77-2.63

Alternative Route D.
Make more sense and should
cause less problems and cause
the business in Boulder City
less problems including relocating
you will please the majority
of the people with this route
even if cost a little more.

2. Which alternative do you prefer least and why?

D77-1.33

alternative C.
Don't think all the extra lanes
are needed down 93 and all the
over passes

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D77-2.63

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 requires no relocation of businesses in Boulder City. Alternative B contains business impacts, including relocations.

Response to Comment D77-1.33

In order to produce a facility that could accommodate the amount of traffic projected in 2027 to an acceptable LOS, the development of Alternative C requires four lanes. Additionally, in order to provide sufficient access to the business corridor and Hemenway Wash residents, a frontage road and interchange points are necessary.

Boulder City

3. Other comments:

D77-3.22

I hope they haven't already made up their minds as I have heard.

Response to Comment D77-3.22

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.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

D78

Boulder City

COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name KEN ISAACSON
 Address 871 ORIOLE WAY @ 1010 INDUSTRIAL RD. #204
BOULDER CITY, NV. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D78-2.64

'D' - SOUTHERN ROUTE AROUND IS THE ONLY
FEASIBLE SOLUTION TO KEEP FROM
DIVIDING BOULDER CITY IN HALF, AND
TO PREVENT THE NOISE AND AIR POLLUTION
THAT WOULD RESULT FROM ANY OTHER
OPTION.

2. Which alternative do you prefer least and why?

D78-2.65

B & C - BOTH OF THESE ROUTES WILL DIVIDE
A CITY AND THE NOISE & AIR POLLUTION
WILL BE UNBEARABLE.

D78-3.23

NEITHER OF THESE OPTIONS PROVIDE
FOR FUTURE EXPANSION WITHOUT
DESTROYING MORE OF OUR CITY !!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D78-2.64

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 response to Comment D9-2.7.

Response to Comment D78-2.65

Position and comment concerning Alternatives B and C noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D78-3.23

Alternative B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. Alternative C bypasses the commercial corridor of Boulder City, then connects with the Alternative B route at the River Mountains Trailhead in Hemenway Valley. Alternative C would also provide an acceptable LOS in the design year.

If, in the future, actual growth were to exceed current projections causing deficiencies in the performance of either of the build alternatives, expansion of Alternative B to accommodate actual growth would be the most difficult to accomplish.

D79



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name C. Jayne
Address _____

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Quoting Ms Wilson -
Keep the trucks as FAR
AWAY from the
city as possible.

D79-1.34

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D79-1.34
The preferred alternative (Alternative D) would keep trucks farther from Boulder City than any other alternative.

D80



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name

CAMERON JAYNE

Address

1011 Buchanan #6
Boulder City, Nev. 89005

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

I think there is a pre existing decision already... that you are being kind in a MACHIAVELLIAN sort of way to make us "think" we have a say. Truth is you've already decided. But what I want is as fast away as possible. XO

D80-2.66

2. Which alternative do you prefer least and why?

Blank lines for handwritten response to question 2.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D80-2.66

Comment noted. See response to Comment D62-2.52.

D81



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name EDWARD H JENSEN
 Address 928 KEYS DRIVE
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
Southern Alignment - To eliminate
The increased traffic flow through Boulder City.

I live in Hemenway valley and many times
I have a difficult time turning onto
Pacific Drive off of US 93 -

D81-1.35

2. Which alternative do you prefer least and why?
NO Build -
The traffic problem has to be addressed
in some manner. Most Sundays there
is a back up of vehicles heading to AZ
in Hemenway valley - The stoppage can be
all the way back to Lake Mountain Road -
That's in 2002 -

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D81-1.35

All three build alternatives have been developed to remedy this problem. Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps (see Preliminary Engineering Report for locations). Alternative D contains the strategy of removing through-town traffic from the existing roadway, and the decrease in congestion will allow for easier turns.

D82



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Teresa M. Jensen
Address 928 Kuy Dr BC NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Alignment (D)
Downtown BC is too small to handle
the proposed & actual increases in traffic
even with wider ~~thru~~ highways.
To preserve the quality of a small town
life, please add the road local traffic
around the city. We moved here in 1989
I have already noticed a major impact
of congestion.

2. Which alternative do you prefer least and why?

no build. It is ludicrous to not address
the issues. It would be paramount
to an ostrich's head in the sand.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D82-1.36

The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need.

D82-1.36

D83



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Louis KABOLI
Address 1306 Appalosa Rd. B.C

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? None
there is nothing wrong with
the route the trucks are taking
Presently. Please widen the 95 to
Laughlin so they may go the
existing route and please stop
wasting our tax dollars.

D83-6.18

2. Which alternative do you prefer least and why?
The other Natural Route is
through Nelson Dont know
why you dropped that route?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D83-6.18

The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

The route through Nelson was dropped from consideration during the Hoover Dam Bypass EIS predominantly due to high impacts on the LMNRA.

D84

QAK



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

P

PLEASE PRINT

Name CURTIS D. KARR
 Address 1105 INDUSTRIAL ROAD (P.O. BOX 60497-89006)
BOULDER CITY, NEVADA 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? "C" Industrial Road
new through town alignment. It will be the
shortest route to the present route of U.S. High
93 through Boulder City. It will also improve the
current local business trade traffic situation
in Boulder City and make it the most
convenient for future through traffic to use Boulder
City local business. It also will be the shortest
time route and economical route to build.

D84-3.24

D84-4.29

2. Which alternative do you prefer least and why? "A" Existing U.S. Highway
93 route improvement. The air quality and
noise levels and vehicle and pedestrian safety
level will continue to rise (higher numbers)
through out the useful life years of the highway.
Local business will be used less along the
route every continual years of the useful
life years of the highway.

D84-2.67

D84-4.30

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D84-3.24
 Refer to response to Comment D63-3.16.

Response to Comment D84-4.29
 Preference for Alternative C noted.

Response to Comment D84-2.67
 See response to Comment D16-2.14.

Also, 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 the No Build (Alternative A).

Response to Comment D84-4.30
 Comment noted.

Boulder City

D84-5.32

3. Other comments:

The route that would go west through the area just north of Hemenway residential area and through river mountains area should not have been eliminated and the commercial trucks vehicle traffic should have been permanently route through Laughlin Nevada area and U.S. Highway 95.

Multiple horizontal lines for additional comments, mostly blank.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D84-5.32

The route mentioned in the comment, which passed through the area north of the Hemenway residential area, was the northern alternative (NA101), which was eliminated during the initial screening of alternatives. This corridor was eliminated due to very high environmental impacts, operations and safety concerns, and very high costs. Truck and commercial traffic is currently routed through Laughlin, but this is not intended to be a permanent rerouting.

D85

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name M. Kay

Address 5447 Mt Hunter Way
B.C. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D85-2.68 | "D"
I live in L.M.E.
concerned re. present "living" environment, wish to maintain it
see this route as least invasive to populated areas

2. Which alternative do you prefer least and why?

D85-2.69 | B & C
esp. C
noise, traffic, unsightly (although necessary) sound
barriers

D85-1.37 | real concern "fear" re. increased traffic over years
esp. the threat of nuclear waste coming our
way "Stop Yucca" !!!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D85-2.68

Support for Alternative D and comment noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D85-2.69

Position and comment concerning Alternatives B and C noted. Refer to responses to Comments D8-2.6, D9-2.7 and D15-2.13.

Response to Comment D85-1.37

Traffic is projected to increase through the design year of 2027 for U.S. 93 through Boulder City. This project cannot influence the decision of whether to transport nuclear waste through Boulder City, but the potential will be addressed in the Hazardous Waste sections (3.15 and 4.15) of the FEIS.

D86

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Stephen KAY

Address 594 MOUNT HUNTER WAY
Boulder City, NV. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? Route D.
All other routes create excessive traffic
through the main part of town & part of the best
residential areas.
Also City, Town & Village by-passes have
proved their worth - long distance travelers
can avoid the delays and frustration of driving
through towns and towns people avoid or reduce
traffic density problems.

2. Which alternative do you prefer least and why? A, B, & C.
These proposed routes concentrate too much
undecelerated traffic (trucks & through traffic)
through the Hemenway Valley and
the current Nevada Highway - through
traffic (Las Vegas to Reno and beyond) will
not benefit the merchants just because of
this proposed location. Trucks in the Boulder
City will NOT be affected by trucks (over)

Submit comments at the meeting or mail comments to Doug James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D86-1.38

Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections. Alternative C provides a freeway around the commercial area and links with the existing roadway at the River Mountains Trailhead.

For both Alternatives B and C, the presence of a frontage road in Hemenway Valley would aid in access maintenance and improve safety by separating local traffic from through-town traffic. However, trucks would continue to travel through the commercial corridor with Alternative B.

A discussion of case studies of highway bypasses, as well as comparisons to this study, can be found in FEIS Sections 3.11 and 4.11 (Economics).

Response to Comment D86-1.39

From the River Mountains Trailhead to the eastern study limit (mostly Hemenway Valley), Alternatives A, B, and C all utilize the existing U.S. 93 Corridor. All traffic would use this route for each of the alternatives, though it would be on a widened freeway for Alternatives B and C, which is intended to alleviate congestion.

FEIS Section 4.11 discusses the potential economic impacts associated with each of the build alternatives. Potential impacts to local businesses are anticipated to be relatively similar for both Alternative B and Alternative C when compared to Alternative A.

Response to Comment D86-4.31

Comment noted.

Boulder City

3. Other comments:

by any of the proposed four locations.
Those who wish to visit B.C. will come
either route. Others will still just drive
through and maintain their schedules.

Myrtle Ray

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name L. KEVORKIAN
 Address 577 MT. ANTERO WY.
BOULDER CITY, NV. 89005-1024

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D87-1.40 "D" - The southern route seems to be a route with the least impact, in all ways over time, than any of the other proposed plans. Future expansion (widening, etc) will be simpler in a less populous area. The impact on desert animals, plants to D87-2.70 will be felt, I'm certain, but not ruinous. Traffic through town, those that want to go to restaurants, stores, D87-4.32 Home Depot, etc. will continue, but those not interested will & can use the southern bypass.

2. Which alternative do you prefer least and why?

D87-2.71 Between "B" & "C" - Any road that creates more pollution (noise & fumes & dust) for residents is not a good thing. This area of the U.S. is developing so rapidly we must buffer from some inconveniences, but routing a highway so-called "by-pass" through residential areas is really a poor plan.

Submit comments at the meeting or mail comments to Daryl Jantz, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D87-1.40

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 proposes a route through a less populated area, as shown in Figure 2-7 of the FEIS.

Response to Comment D87-2.70

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.

Impacts to desert wildlife and vegetation are discussed in Section 4.4 of the FEIS. Alternative D would result in the largest area of habitat disturbance (679 acres) versus Alternatives A, B, or C.

Response to Comment D87-4.32

Preference for Alternative D noted. 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 D87-2.71

Comment noted. See response to Comments D87-2.70 and C1-2.1.

Boulder City

3. Other comments:

Boulder City is a unique community in many ways. ~~It's~~ Its small town feel is wonderful to live in, and we'd like to keep it as peaceful as we can, with the understanding that there will be growth.

My question is "Does growth have to come at such a high price?"

The southern "D" route seems to address both needs - It anticipates the need for more roads for the future (and now) but eliminates the negative impact of more traffic through our little town.

We hope that our wishes are heard.

D87-4.33

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D87-4.33

Preference for Alternative D noted. 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.

D88



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name LEN KEVORKIAN
 Address 597 MT. ANTERO WY
BOULDER CITY

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D88-2.72 ALT. "D" IS MY PREFERENCE. THE INCREASE IN TRAFFIC,
ESPECIALLY TRUCKS, IN THE NEXT FEW YEARS WILL HAVE A
GREAT IMPACT ON THE SMOG, NOISE + SAFETY OF RESIDENTS,
ESPECIALLY IN THE HEMMINGSWAY VALLEY. IN ADDITION THE
POSSIBILITY OF NUCLEAR WASTE TRANSPORTATION COMING
 D88-2.73 RIGHT THRU TOWN IS INTOLERABLE. IF THERE IS A
NUCLEAR OR OTHER HAZARDOUS WASTE ACCIDENT AT LEAST
 D88-4.34 THE SOUTHERN ROUTE "D" WILL BE OUT OF THE RESIDENTIAL AREA
AS FOR ECONOMIC IMPACT, ANY TOURISM GOING TO THE DAM OR B.C. WILL STILL CONTINUE
TO COME THRU TOWN

2. Which alternative do you prefer least and why?

B+C FOR THE REASONS STATED ABOVE.
BAD CHOICES WITH NOT MUCH FORETHOUGHT
APPLIED TO THESE ROUTES.

OVER →

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D88-2.72

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 D88-2.73

Comment noted. See response to Comment C1-2.1.

Response to Comment D88-4.34

Comment noted.

Boulder City

3. Other comments:

D88-4.35

ADDITIONAL ECONOMIC IMPACT IS A REAL POSSIBILITY OF MANY HOMEOWNERS LEAVING THE AREA, THUS DEPRESSING VALUES OF PROPERTY AND LOW INCOME FAMILY'S FILLING THE VOID, WHICH IN TURN LOWER'S THE TAX BASE. THIS MAY SOUND ELITIST BUT IT IS A FACT.

Response to Comment D88-4.35
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D89

D89-1.41



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

P

PLEASE PRINT

Name MRE MRS RALPH KITTLESON (RALPH & LEA KITTLESON)
 Address 1137 OLMO WAY
BOULDER CITY NV 89005-3138
RKITTLESON@LVCM.COM

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? "THE SOUTHERN ALIGNMENT"

IS THE BEST OF THE FOUR CHOICES YOU GAVE US.
IT APPEARS TO HAVE THE LEAST AMOUNT OF NEGATIVE
IMPACT TO OUR TOWN.
GO AROUND THE EXISTING TOWN AND THE TOWN
WILL NATURALLY FOLLOW THE NEW CORRIDOR.
DO NOT TRY TO FORCE A CHANGE IN THE
EXISTING DEVELOPED OR PARTIALLY DEVELOPED
AREAS OF BOULDER CITY. SOUTHERN BYPASS
IS THE ONLY LOGICAL ROUTE OF THE FOUR.

D89-1.41

2. Which alternative do you prefer least and why? THE OTHER CHOICES

THAT YOU GAVE US. ALL THREE ARE TERRIBLE!
PLEASE DO NOT RUIN OUR LOVELY LAKE VIEW
RESIDENTIAL AREAS WITH POLLUTION, SOUND WALLS
AND DANGEROUS TRAFFIC. TOURISTS DON'T LIKE
TRAFFIC EITHER. LOCAL BUSINESSES WILL SUFFER

D89-2.74

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D89-1.41

Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Alternatives B and C both utilize existing corridors.

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 D89-2.74

Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.

Boulder City

5. Other comments:

D89-5.33

TOO BAD THAT THE "ENVIRONMENTALISTS"
 TEAMSTERS, TRUCK LOBBYISTS AND FARMING INTERESTS
 "SCRAPPED" YOUR ORIGINAL TRUCK ROUTE
 SOUTH OF TOWN NEAR NELSON AND WILLOW
 BEACH. IT WOULD HAVE WORKED TOO!!

WE LIVED IN A TOWN THAT WAS SPLIT IN
 TWO BY A TRUCK ROUTE/FREEWAY OVER 20 YEARS
 AGO. ARCADIA, CALIFORNIA WAS DEVASTATED
 SOCIALLY, ECONOMICALLY, CRIMINALLY AND EVEN
 RACIALLY. IT IS JUST BEGINNING TO RECOVER
 AND BECOME ONE TOWN AGAIN AND NOT
 "NORTH" TOWN AND THE DREADED "SOUTH" TOWN.

WE STILL DO NOT MISS THE 24 HOUR/7 DAY
 SOFT ROAD OF THE TRAFFIC SEVERAL MILES
 AWAY. HALF OF OUR FAMILY STILL LIVES
 IN NEARBY COMMUNITIES AND HATES THE
 WAY IT WAS PLANNED RIGHT THRU EXISTING TOWNS.

WHAT IS WRONG WITH IMPROVING THE
 EXISTING 95 TRUCK ROUTE?

POLITICS STILL SUCK RK.
 (Thank you for the opportunity to voice our opinion)

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1763 South Stewart Street, Carson City, NV 89712

Response to Comment D89-5.33

This route was eliminated during the Hoover Dam Bypass EIS. Refer to the FEIS of this document for information on its elimination from consideration.

D90



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name KAREN W. LAMPOS
Address 638 VALENCIA DRIVE
BOULDER CITY, NV 89005-1520

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D90-2.75

SOUTHERN ALIGNMENT
LESS TRAFFIC THROUGH BOULDER CITY
LESS NOISE - LESS SMOG - SAFER ROADS -

2. Which alternative do you prefer least and why?

NO BUILD FOR OBVIOUS REASONS -

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D90-2.75

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 responses to Comments D8-2.6 and D9-2.7.

D91

D91-2.76



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P. H. H. H.

PLEASE PRINT

Name Maria Lancer

Address 186 Ocean Mist Ln

Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D. Southern alignment
My home is off US 93 and I do not wish
the idea of a freeway close to me
Boulder city is a wonderful town with
clean air ect and I would like to keep
it that way

D91-2.76

2. Which alternative do you prefer least and why?

C. Industrial Rd
it would destroy all the good things
Boulder City is famous for

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D91-2.76

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.

D92



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Jane Lesiewicki

Address 630 Granada Dr.

Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Route - D
Will keep town small & home
businesses will do better (as already
proven by no trucks)

D92-1.42

Its hard enough now getting
out on 93 if you live on
either side of highway

2. Which alternative do you prefer least and why?

D92-1.43

B or C -
Seem apart town and dangerous
traveling - Property values will
decline - It will hurt businesses
because of so much traffic

D92-4.36

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D92-1.42

Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps (see Preliminary Engineering Report on file with NDOT). Alternative D would remove a large portion of through-town traffic from existing U.S. 93, which would improve safety.

Response to Comment D92-1.43

Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. Both alternatives contain freeway sections that are intended to promote safer driving, as they would be separated from arterial sections of Boulder City.

Response to Comment D92-4.36

Comment noted.

Boulder City

3. Other comments:

We don't need politics entering into this decision - We need what is best for the people of Boulder City.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D93



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name John D. Lasiewicki
Address 630 CANADA DR.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Route ALT. 'D'
This Route won't affect anyone
I have seen more cars in Boulder City
since the trucks are not allowed across the draw

D93-1.44

2. Which alternative do you prefer least and why?

~~ALT. 'B & C'~~
ALT. 'B & C'
This Route Affect Boulder City's Business
The Trucks Do NOT Stop in Boulder City

D93-4.37

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D93-1.44

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.

Response to Comment D93-4.37

Comment noted.

Boulder City

3. Other comments:

D93-6.19

What Has Mexico Done for US!

Response to Comment D93-6.19
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D94



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name James H. Lemon

Address 701 Wyoming St.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D94-3.25

D Will cost too much money
Keep it on 93 through town

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D94-3.25

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 response to Comment D5-3.2.

One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.

D95



COMMENT FORM
Boulder City/U.S. 89 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name PETER LINZMAIER
Address P.O. BOX 60784
BOULDER CITY, NV. 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D95-4.38 "D" SOUTHERN ALIGNMENT - THIS IS THE ONLY PRACTICAL ROUTE. COMMON SENSE DICTATES THAT THIS ROUTE WILL HAVE THE LEAST IMPACT ON BOULDER CITY. BUSINESS OWNERS OBJECT TO THIS ROUTE BUT THEIR CONCERNS ARE NOT VALID. TOURISTS AND LOCALS WILL STILL PATRONIZE THEM.

2. Which alternative do you prefer least and why?

D95-1.45 "A" NO BUILD - TRAFFIC WILL INCREASE AND CAUSE MORE NOISE, POLLUTION AND CONGESTION. TRAFFIC WOULD NOT BE ACCOMMODATED IN TWENTY YEARS OR LESS.

Submit comments at the meeting or mail comments to Deryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D95-4.38

Preference for Alternative D noted. 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 D95-1.45

The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need.



3. Other comments:

D95-2.77

"B" AND "C" ARE NOT PRACTICAL. IT WOULD DISRUPT THE PEACEFUL LIVING NOW ENJOYED BY BOULDER CITY RESIDENTS

Response to Comment D95-2.77

Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Public

D96



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Public

PLEASE PRINT

Name ANTOINETTE LUISI
Address 109 TOWNSHIP DR
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? - D

D96-4.39

I am sure that all of the reasons are very clear. property values will go down. need not worry about the transportation thru our town and the project will be invisible to our city.

2. Which alternative do you prefer least and why? B-C

D96-2.78

again, it is why I prefer D - I don't want noise level up and property value down' over again. This project needs to be invisible to Boulder City.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D96-4.39
Preference for Alternative D noted. 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 D96-2.78
Comment noted. See responses to comments D8-2.6, D16-2.14, and C1-2.1.

D97

Boulder City

COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name PAUL LUISI
Address 109 TOPSAIL DR
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D97-5.18 D - The project needs to be invisible to the city of Boulder city. Transportation of Nuclear WASTE

2. Which alternative do you prefer least and why?

D97-2.79 B And C. Noise levels would increase. Not invisible to the city of Boulder city.

Submit comments at the meeting or mail comments to Darryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1363 South Stewart Street, Carson City, NV 89712.

Response to Comment D97-5.18
Comment noted.

Response to Comment D97-2.79
Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.

D98



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Jacqueline Lytal
Address 1304 Roma St.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D98-2.80

Alternative "D"
This route will not cut the town
in half and ruin living conditions
for the people of B.C.
Many people of B.C. will have
to move if we don't get "D"

2. Which alternative do you prefer least and why?

D98-1.46

Alternative "B" or Alternative "C"
Because of the dangerous conditions
it creates for people living in B.C.
We can hardly get out of our street
now onto 93.

D98-4.40

It will ruin the business on
the main street. Property values
will fall & people will move.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D98-2.80

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.

As discussed in Section 4.12 of the FEIS, the proposed alignment for each build alternative would have no direct impact on residential properties.

Response to Comment D98-1.46

Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps.

Response to Comment D98-4.40

Comment noted.


Boulder City

3. Other comments:

Leave the politics out of this decision and think of the wonderful town of B.C. being ruined by the route going thru or near the town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D99



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name NORMAN LYTAI

Address 304 ROMA LANE
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D99-5.19 | 2027 (D)

2. Which alternative do you prefer least and why?

D99-4.41 | 2027 B & C

D99-1.47 | FEEL WILL CAUSE LOWER
PROPERTY VALUES.
TRAFFIC NOW ON 93 GOING DOWN
THE HILL FROM ALBERTSONS IS
TERIBLE - MANY ACCIDENTS. STREETS
NO. OF 93 ARE CONGESTED & VERY
DIFFICULT FOR RESIDENTS TO GET
ON 93 TO LEAVE AREA

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D99-5.19
 Comment noted.

Response to Comment D99-4.41
 Comment noted.

Response to Comment D99-1.47
 FEIS Section 1.3.3 details the vehicular crash and associated fatality history of U.S. 93 within the project area. Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps. Alternative D, the preferred alternative, will alleviate congestion at this intersection by removing a portion of the traffic from existing U.S. 93 and onto the southern bypass.

Boulder City

3. Other comments:

PROPERTY VALUES WILL ONLY GO
DOWN IF B.P.C. IS ADOPTED

Submit comments at the meeting or mail comments to Daryl James, F.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

D100



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name JAMES R. MARKHAM
Address 1159 OLMO WAY
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D100-1.48

FAR SOUTH (SOUTHERN ALIGNMENT)
HWY SHOULD NOT GO THRU AREA WHERE
PEOPLE LIVE. ALL HIGH SPEED TRAFFIC
SHOULD BE AS FAR AWAY FROM PEOPLE
AS POSSIBLE. (FOR HEALTH AND NOISE
AND SAFETY.)

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl Isaacs, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D100-1.48

Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Alternative D would provide the least amount of noise impact to Boulder City, but the greatest noise impact to the LMNRA.

D101



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name

DARREL MARTIN

Address

1305 ALPINE DRIVE

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

D

D101-1.49

AS FAR AS POSSIBLE FROM TOWN

2. Which alternative do you prefer least and why?

B

D101-2.81

Too much of an increase
IN NOISE, POLLUTION + TRAFFIC

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division.

Response to Comment D101-1.49

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. The preferred alternative would keep trucks farther from Boulder City than any other alternative.

Response to Comment D101-2.81

Refer to responses to Comments D8-2.6 and D15-2.13.

D102



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Nina + John McDonald
 Address 401 Ridge Rd
BC NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D102-5.20

Alt D seems the most logical alt.
in terms of impact to BC residents.

2. Which alternative do you prefer least and why?

D102-4.42

Alt C would directly impact
our family as it would mean
the new route would cross only
300' from our property line. The
noise + visual disturbances

D102-2.82

in this would cause the
peace, security, + beauty for
which we decided to buy our
home in that state to cease to exist.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D102-5.20
 Comment noted.

Response to Comment D102-4.42
 Comment noted.

Response to Comment D102-2.82
 Refer to responses to Comments D9-2.7, D15-2.13, and D54-2.44.

D103

4/11/02



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P. Hester

PLEASE PRINT

Name DARRELL MCGARVEY

Address 557 CALIFORNIA AVE.

BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D - SOUTHERN ALIGNMENT
IT WILL ROUTE TRUCKS AND OTHER
THROUGH TRAFFIC AROUND BOULDER
CITY WHILE ROUTING LAKE MEAD
AND HOOVER DAM TOURIST INTO
BOULDER CITY.
BOULDER CITY WILL BE QUIETER AND
SAFER.

D103-1.50

2. Which alternative do you prefer least and why?

NO BUILD - FOR SAME REASONS AS
ABOVE ONLY AS A NEGATIVE IMPACT
CAUSING INCREASED TRAFFIC, NOISE
AND UNSAFE CONDITIONS

Submit comments at the meeting or mail comments to Daryl James, F.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D103-1.50

Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Access would be accommodated to recreational areas.

D104



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Dave Mountain Roger League
 Address 145 Lake Mountain Dr
89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Alternative
 D104-2.83

Prefer D - least impact to existing structures, nature of town.

2. Which alternative do you prefer least and why?

D104-1.51

A+B - poor choices, will not handle increased traffic

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D104-2.83

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 involve right-of-way acquisition of commercial property (about 10 acres) and public lands, but no residential property. Alternative C would involve less residential and commercial land than Alternative B; both would require substantially less public land than Alternative D.

Response to Comment D104-1.51

The widening of U.S. 93 included in Alternative B is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road. Traffic modeling has projected an acceptable LOS for all build alternatives in the design year of 2027.

D105



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name R. F. MERINO
 Address 439 RANGER CT (HEMNWAY VALLEY)
BC NV

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D105-3.26 D - cleaner than during construction period
Double choices of pass through VAV SO ABANDONED CITY
Without AVOIDS YEARS OF CONSTRUCTION
THROUGH IN DOWNTOWN BC
 D105-2.84 ELIMINATES AT LEAST 50% NOISE FROM TRAFFIC
FROM THROUGH HEMNWAY VALLEY TO AND
FROM ARIZONA.

2. Which alternative do you prefer least and why?

D105-2.85 B and c. because both will be
longer, dirtier and noisier during
construction

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D105-3.26

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 response to Comment D5-3.2. Additionally, the comment correctly notes that Alternative D would have less impact during construction to the existing roadway through downtown Boulder City (see FEIS Section 4.17).

Response to Comment D105-2.84

FEIS Table 4-3 provides a comparison of existing and projected (2027) peak-hour noise levels. Noise is expected to increase or decrease commensurate with the predicted traffic through Boulder City for each alternative.

Response to Comment D105-2.85

Comment noted. Refer to response to Comment D9-2.7. Mitigation measures to minimize dust and noise during construction are presented in FEIS Section 4.3.2.

D106

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Lois Merrell

Address 379 Ave. J
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

"D"

D106-4.43 This route would pose the least disruption
to our small town. It would be the best option
for noise reduction. This is the route chosen
 D106-2.86 by the Chamber of Commerce. Thank fully we
have the land available. My grandfather came
to work on the Dam. My Grandfather was Mayor
and an original founder of our city. My Mother was
born here. I graduated from High School. We chose →

2. Which alternative do you prefer least and why?

D106-4.44 "B". Would greatly affect the local
businesses during the 5 years of
construction

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D106-4.43

Preference for Alternative D noted. 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 D106-2.86

A discussion of the noise impacts associated with this alternative can be found in Section 4.3 of the FEIS. See response to Comment C8-2.6.

Response to Comment D106-4.44

Comment noted.

Boulder City

3. Other comments:

D106-4.45


To Live In This Town Because of The
"Small town" Atmosphere. Anything But
Option "A" will ruin our town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D106-4.45

Preference for Alternative D noted. 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.

D107



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Robert Merrell

Address 379 AVE I
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Alternative D

D107-2.87 - It Preserves the quiet, small town
community that I moved here for.

D107-1.52 It decreases the amount of unwanted
truck + through traffic that does not significantly
contribute to the community. It

D107-2.88 decrease noise + light pollution.

D107-1.53 It makes the travel for local residents
easier into town. It results in the least

D107-4.46 amount of disruption of local business during
construction.

2. Which alternative do you prefer least and why?

B + C

D107-2.89 C. They disrupt our small community,
with sound walls, they (B)

D107-1.54 do not serve the purpose of
to travel / traffic + safe (B)

D107-2.90 (C) ⇒ scan beautiful Red Mountain +
cuts through Red Mountain golf
course (hitting this tourist destination)

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D107-2.87

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 D107-1.52

Alternative D was developed with the intent of providing a route for through-town traffic (including truck traffic) to take that would minimize traffic through Boulder City. The decrease in traffic would provide increased safety in problem areas. FEIS Sections 4.11 and 4.12 discuss the potential economic and social impacts associated with implementation of Alternative D.

Response to Comment D107-2.88

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 D107-1.53

See response to Comment D107-1.52.

Response to Comment D107-4.46

Preference for Alternative D noted. 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 D107-2.89

Comment noted. See response to Comment D61-2.51.

Response to Comment D107-1.54

Alternative B keeps traffic on the existing U.S. 93 Corridor, but with a widened roadway, would provide an acceptable LOS at key links and intersections. The presence of a frontage road in Hemenway Valley would aid in access maintenance.

Response to Comment D107-2.90

From U.S. 95, Alternative C turns northward across existing U.S. 93 and toward the lower elevations of the River Mountains, and it bisects the proposed Boulder Ridge Public Golf Course.

Boulder City

3. Other comments:

D107-2.91

The Environmental Impact on
the people who live in this
city would be irreparably damaged
By B.T.C.

D helps us stay the way that
we want Boulder City to remain

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D107-2.91

Unavoidable adverse impacts are addressed in Chapter 5 of the FEIS.

D108



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Scott Meyer Date 4/4/2002
 Address P.O. Box 60511
BC, NV 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D108-3.27

No build! IT IS A HUGE WASTE OF
MONEY SINCE HWY 95 IS ALREADY FUNDED
AND APPROVED FOR WIDENING 90 Y LANE'S FROM
ONE LANEGAIN TURN OFF - THROUGH SUTTERCLIFF,
TO THE 95/93 INTERCHANGE, AND - THE PORTION -
(AND THE LANE'S) CONSIDER THIS AND THAT THE PROJECT
WILL BE COMPLETED BY 2005. THE CONSUMER IS ALREADY

D108-6.20

PAYING FOR THE EXTRA MILLAGE (FUTURE CHARGES) DUE TO
THE TRUCKS BEING DIVERTED SO THERE IS NO ADDITIONAL
LOSS TO THE CONSUMER SINCE TRUCKS HAVE HAD TO USE THIS
 2. Which alternative do you prefer least and why? ROUTE (SOUTH, 2ND) - (X) (GOOD)

D108-1.55

ALT. D. THIS WILL HAVE TO HAVE AN
INTERCHANGE AT BUCHANAN FOR EMERGENCY
VEHICLE RESPONSE TO ACCIDENTS.
ONCE THE INTERCHANGE IS BUILT, AND
SINCE IT IS ON COUNTY AND/OR BLM LAND,
WE IN BOULDER CITY FACE THE VERY SERIOUS
PERSPECT OF A CASINO AT OR NEAR THE
INTERCHANGE.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D108-3.27

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 response to Comment D5-3.2.

Response to Comment D108-6.20

Comment noted.

Response to Comment D108-1.55

The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. A single ramp for emergency access only is proposed where Alternative D crosses the WAPA access road and Buchanan Boulevard. This ramp 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.

Boulder City

3. Other comments:

1. COST THE HUNDREDS OF MILLIONS OF DOLLARS SAVED BY NOT BUILDING AND BY PAYS CAN BE USED FOR MORE WORTHWHILE PROJECTS IN THE STATE.

12/1/78

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D109



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Billie Miller
Address 635 Ave K, Boulder City, NV 89005

Please add my name to your mailing list. Yes No

D109-5.21

1. Which alternative do you prefer most and why? (D) - it will be the least offensive to everyone.

2. Which alternative do you prefer least and why? A, B or C - it goes through town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D109-5.21
Comment noted.

D110



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Byron L. Miller
Address 635 Ave K
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D110-2.92

Southern Route D - keeps truck and through
traffic out of populated area. Reduces
noise and emissions.

2. Which alternative do you prefer least and why?

D110-2.93

A-B-C
continues to bring trucks and other
traffic through residential and
congested area. Increased traffic beyond
noise and pollution.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D110-2.92

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 responses to Comments D6-2.4 and D8-2.6.

Response to Comment D110-2.93

Comment noted. Refer to responses to Comments D9-2.7 and D15-2.13.

D111



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Miriam R. Murrell
Address 900 Kaye Drive
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D111-3.28

D - LESS COST AND LESS LAND COVERED
KEEPING EXISTING ROAD OPEN DURING
CONSTRUCTION.
REMOVE METAL SIGNPOST ON ROADWAY WITH
RELATED PAVEMENT AND TRAFFIC ACCIDENTS
OUT OF ROAD.

D111-2.94

THIS IS A CHILD BEDROOM CONTAINING
THIS WOULD LEAD TO SOME OTHER WAY

2. Which alternative do you prefer least and why?

D111-2.95

B - NOT PREFERRED - ALL DELAYED UNITS
AT BUS STATION WOULD NOT BE SAFE
TRAVEL AT HIGHERWAY VALLEY

Submit comments at the meeting or mail comments to Daryl Jantz, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D111-3.28

Refer to response to Comment D5-3.2. The comment correctly notes that Alternative D would have less existing road impacts during construction (see FEIS Section 4.17).

Response to Comment D111-2.94

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.

Support for Alternative D and comment noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D111-2.95

Position and comment concerning Alternative B noted. Refer to responses to Comments D8-2.6, D9-2.7, and D15-2.13.

D112



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name LINDA MOONEY
 Address 11 VALLEY VIEW LN
BOULDER CITY, NV. 89005

Please add my name to your mailing list. *But not to anyone else!* Yes No

1. Which alternative do you prefer most and why?

D112-2.96 *"D" this route will not interrupt any business at this time and after all, aren't humans and their homes as or more important than turtles? Since the early 60's this has been going on and each year the cost will increase so I don't feel the cost should be a factor since the tax payers are paying in the long run and the government has being their feet for 40 years to increase the cost.*

D112-3.29 *be a factor since the tax payers are paying in the long run and the government has being their feet for 40 years to increase the cost.*

2. Which alternative do you prefer least and why?

D112-4.47 *"B" of course, because of the traffic through town, then "C" alternative, because it will either take our home and the rest of our where my husband was raised, our retirement home, or fly over it.*

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D112-2.96

Support for Alternative D and comment noted. 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 D112-3.29

One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.

Response to Comment D112-4.47

Comment noted.

D113



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT
 Name Barbara J. MORRIS
 Address 935 Vista Lago Way
BC 89003

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D113-6.21 Although I realize that it isn't an option, widening 95 (way) is the logical choice. It is the most cost effective & its "do-all."

D113-2.97 However, D would be my 2nd choice because it has the least impact upon people & their existing homes. Going down to the lake & passing St. Jude is a beautiful sight, but not if it turns into a freeway. Ugly. Beautiful BC will be a thing of the past - but sad.

2. Which alternative do you prefer least and why?

D113-2.98 I really don't want either B or C, with its freeway overpasses & huge amt. of traffic, would impact not only the residents in Hemenway Valley but the kids at Park St. Jude's youngsters etc. etc. w/ the noise & air pollution. I'm sorry to say that people will move from BC & the businesses will then really suffer.

D113-4.48

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D113-6.21

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

Response to Comment D113-2.97

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.

Included in the recommendation of the preferred alternative is the maintenance of the quality of life of Boulder City residents, including views of Lake Mead. Visual impacts of a new freeway facility through Hemenway Valley are presented in Section 4.10 of Volume I of the FEIS.

Response to Comment D113-2.98

A description of Alternative C can be found in Section 2.7 of the FEIS. A discussion of all of its environmental impacts can be found throughout Chapter 4.

Response to Comment D113-4.48

Comment noted.

Boulder City

3. Other comments:

I already gave my comments orally concerning the impact of on our business community in B.C.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D114



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name: KEN MORRIS
 Address: 935 VISTA LAGO WAY

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D114-6.22

I would prefer to see a route through Laughlin and on to 95. The trucks are now using it - with the planned enhancements it should be an adequate Truck Route. My second preference would be the "Southern alignment"

2. Which alternative do you prefer least and why?

D114-2.99

Any alternative along the existing 93 is not acceptable from a noise, pollution & aesthetic viewpoint.

3. I submitted a letter to NDOT in February of 2001, requesting certain information on Routes B+C. That letter was never responded to - I gave a copy to John Taylor - his presentation answered the question. I am disappointed that no response was ever received.

Submit comments at the meeting or mail comments to: David James, P.E., Chief, Environmental Services Division, Missouri Department of Transportation, 1241 South Grand Street, Cheyenne, WY 82002

Response to Comment D114-6.22

The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

Response to Comment D114-2.99

Comment noted.

D115



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Marlene Moewick
Address 888 Robinson Lane
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? If I really had
a choice it would be NO BUILD -
USE ROUTE TO SEARCHLIGHT HOWEVER
this seems to be "out of our hands"
already. So I chose Route D
Travel going to the lake at
this time is unsafe on Rt 93.
Trucks going thru an area with
homes on both sides at speeds of
60+ is just so - - - to the south

D115-6.23

D115-1.56

2. Which alternative do you prefer least and why? Alignment.
New through town. Traffic and
safety is already ~~at~~
not what BC wants

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1243 South Stewart Street, Carson City, NV 89712

Response to Comment D115-6.23

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 potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

The environmental process dictates that public involvement is allowable and requested throughout the process up until the ROD, which will be released upon completion of the FEIS and response to comments on the FEIS.

Response to Comment D115-1.56

The Safety section of the Purpose and Need (FEIS Section 1.3.3) discusses this need.

D116



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Robert Morwick
Address 2828 Robinson Lane
Boulder City NV 89005-1131

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D116-4.49

Southern Alignment - it will
be the least disturbing route to
Boulder City. Trucks do not stop
in Boulder City - only at the
casinos. Boulder City is a beautiful
peaceful town - any other alignment
will only change it forever. IF TOURISTS
want to go thru Boulder City enroute to
Dan - they can use existing Roads.

D116-2.100

2. Which alternative do you prefer least and why?

D116-2.101

Improvements to existing Highway.
- It will cause unhealthy emissions
in Boulder City plus unhealthy
noise levels.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D116-4.49

Preference for Alternative D noted. 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 D116-2.100

Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D116-2.101

Refer to response to Comment D9-2.7.

D117



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name JIM MURPHY
Address 1410 PUEBLO DR
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

NO BRIDGE
WITHIN 10 MILES OF DAM
FOR TACTICAL AND STRATEGIC
REASONS

D117-6.24

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D117-6.24

The situation described in the comment would be identical for all four alternatives in the Boulder City/U.S. 93 Corridor Study project, as the eastern study limit of the Boulder City/U.S. 93 Corridor Study EIS is just beyond the Hacienda Hotel and Casino, west of Hoover Dam.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for terrorism impacting Hoover Dam as a result of bridge construction is not considered a major issue for the project.

D118



COMMENT FORM
Boulder City/U.S. 89 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ROBERT MUSICK
Address 601 LAKE HURON LN
BOULDER CITY NV. 89005

Please add my name to your mailing list. Yes No

D118-2.102 1. Which alternative do you prefer most and why? "D" SOUTHERN BYPASS
IT WILL NOT DISRUPT OUR QUIET LIFESTYLE.
KEEPS TRUCKS OUT OF OUR CITY STREETS.
REDUCES TRUCK TRAFFIC ON OUR CITY STREETS.
IT IS THE ONLY ROUTE THAT MAKES SENSE

Response to Comment D118-2.102
Refer to response to Comment D6-2.4.

D118-2.103 2. Which alternative do you prefer least and why?
IMPROVING THE EXISTING ONLY CREATES
MORE NOISE, TRAFFIC & POLLUTION IN TOWN.

Response to Comment D118-2.103
Refer to responses to Comments D8-2.6, D9-2.7, and D15-2.13.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1245 South Stewart Street, Carson City, NV 89712

D119

Refer



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name GLORIA NELSON (WOOTEN)
Address P.O. Box 62466 (mailing) - 850 DEL REY # E. Residential
BOULDER CITY, NV 89006-2466

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D119-1.57

D - To keep the trucks out of B.C.
Southern Alignment

2. Which alternative do you prefer least and why?

A - The situation as it is now is the worst.
It is a set-up for disaster for the city.
No Build

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D119-1.57

Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City.

The preferred alternative (Alternative D) would keep trucks farther from Boulder City than any other build alternative.

D120



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Bill & Betty Nickell

Address 1224 Granada Dr,
Boulder City, NV 89005

Please add my name to your mailing list Yes No

1. Which alternative do you prefer most and why? D

D120-2.103

Either B and C are unacceptable.
They would ruin our view, lifestyle
forest. No, No, No

2. Which alternative do you prefer least and why?

[Large handwritten mark]

Submit comments at the meeting or mail comments to Daryl Jazura, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D120-2.103

Position concerning Alternatives B and C noted. Alternatives B and C include the Pacifica Way interchange. This proposed elevated crossing over U.S. 93 would obstruct views of Lake Mead from the nearby residential area.

D121



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name DYMON OHLERTZ
Address 767 Fallway Dr
BOULDER CITY NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D

D121-1.58

it bypasses the city while making it possible for visitors to access the city and its region.

2. Which alternative do you prefer least and why? B

D121-1.59

it bisects the city; and does it in a very aggressive, noxious manner.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D121-1.58

Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Visitors would have access to Boulder City on either end of Alternative D.

Response to Comment D121-1.59

Social impacts of Alternative B are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.

D122

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Charles Wagschlaeger
 Address 594 Mt. Antero Way
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D122-1.60

Southern Alignment
To remain truck & Through Bus Traffic
from Boulder City

2. Which alternative do you prefer least and why?

Existing 93 Alignment and new Through
Town Alignment

Submit comments at the meeting or mail comments to Daryl Isaacs, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D122-1.60

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.

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 from further evaluation and consideration because it would provide positive features comparable to Alternative D but cause potentially greater impacts (refer to FEIS Section 2.4).

Additionally, in the initial screening of 16 alternatives, 2 alignments for the southern bypass east of Alternative D were eliminated from further evaluation because each would potentially cause substantial adverse impacts on the LMNRA and traverse zones of high protection established by NPS (refer to FEIS Section 2.4).

Boulder City

3. Other comments:

Take southern alignment as far South
as possible and extend it as far east
as possible

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D123



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Donald + DeAnne Oliver
Address 406 Matecumbe Way
Boulder City, NV 89005-1425

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
union it already I think

D123-5.22 Alternative D; would cause the
least impact (adverse) to Boulder City

2. Which alternative do you prefer least and why?

D123-4.50 B+C both would destroy too many
property owners home & land values

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Second Street, Carson City, NV 89712

Response to Comment D123-5.22
Refer to response to Comment D66-5.15.

Response to Comment D123-4.50
Comment noted.

Boulder City

3. Other comments:

D123-2.104

I think NDOT engineers have done a good job showing the proposed route along with the visual topography drawings.

Response to Comment D123-2.104
Comment noted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D124



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name TIM PAXINOS
Address 1586 PRES WICK CT.
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D124-2.105

Alternative "D" - would seem to have the
least impact on the present lifestyle for
B.C. Residents something needs to be done so
I see substantial congestion due to truck traffic
increase dictated by the Cam-Mex project.

Response to Comment D124-2.105
Comment noted.

2. Which alternative do you prefer least and why?

D124-2.106

Alternative "A" - comes directly through our
town & would require sound walls & would
just not be logical to build a free way in in
the center of a community.

Response to Comment D124-2.106
Refer to response to Comment D8-2.6.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D125



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name VIRGINIA PERKINS SEFF DALBY
 Address 1414 SAN FELIPE

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
 D125-2.107 ALT C. BECAUSE HIGHWAY VALLEY ROUTE IT
THEIR HOUSES FOR A VIEW OF THE LAKE AND
IMPROVED HIGHWAY IS NOT GOING TO HURT
THEIR VIEW AND A ROAD ALREADY EXISTS
PARTWAY (3) I ACTUALLY PREFER NOT TO
 D125-6.25 BUILD ANY HIGHWAY BECAUSE IT WILL NOT
IMPROVE DAM TRAFFIC AT ALL MOST
PEOPLE GO TO THE DAM TO SEE THE DAM
ONCE YOU ARE OVER THE DAM AREA THERE
IS HARDLY ANY TRAFFIC + DON'T SEE WHY

2. Which alternative do you prefer least and why?
 D125-2.108 SOUTHERN ROUTE I BOUGHT MY
HOUSE ON SAN FELIPE 1 1/2 YEARS AGO
FOR THE MOUNTAIN VIEW. I DID
NOT PAY FOR A HIGHWAY VIEW.
HAD I KNOWN (CAME FROM OUT OF STATE) I WOULD
NOT HAVE BOUGHT THIS HOUSE. I'VE LIVED
 D125-1.61 IN PLACES THAT PUT HIGHWAYS IN IT BECAUSE
BECAUSE TRAFFIC INCREASES. IT ALWAYS
INCREASES WITH A NEW HIGHWAY

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D125-2.107

Support for Alternative C and comment noted. A discussion of visual impacts is presented in Section 4.10 of the FEIS. See response to Comments C12-2.30 and C34-2.44.

Response to Comment D125-6.25

The Hoover Dam Bypass project addresses traffic congestion at and approaching the dam. FHWA has completed the EIS for this project, and design is underway for a bypass bridge south of the dam.

The Boulder City/U.S. 93 Corridor Study focuses on traffic congestion and safety considerations on U.S. 93 through Boulder City. The proposed highway alternatives address these problems in the design year of 2027 and are not directly related to traffic congestion at the dam.

Response to Comment D125-2.108

A discussion of visual impacts is presented in Section 4.10 of the FEIS. The residences of San Felipe would have a very distant view of Alternative D, located 2.5 km (1.5 miles) to the east.

Response to Comment D125-1.61

Projected population growth in the region and other factors are expected to cause increases in traffic through 2027 and beyond. The Traffic Analysis Report that accompanies the Preliminary Engineering Report for the project does not assume that there will be increased traffic solely due to construction of a highway.

Boulder City

3. Other comments:

WE CAN'T JUST SEND THE THRU TRAFFIC TO
 LAUGHLIN THEY WANT IT MORE THAN WE
 DO SINCE IT'S 22 MILES OUT OF THE
 WAY BUT IT'S NOT THAT FAR THIS
 BYPASS WILL NOT ALLEVIATE DAM TRAFFIC
 HARDLY AT ALL. ALSO I'M CONCERNED
 ABOUT MY NATIONAL SECURITY.
 SOME NUT KARKS ANUKE ON THE
 BYPASS AND IT'S MILLIONS NOT
 THOUSANDS THAT'S HURT BY IT, BECAUSE
 IT WILL AFFECT THE DAM, THE WATER
 AND THE POWER. LET'S USE OUR HEADS
 KEEP THIS ROAD AWAY FROM THE DAM.

I WILL PERSONALLY GO TO EVERY
 HOUSE AND APT. IN BOULDER CITY
 TO ASK PEOPLE WHAT THEY WOULD
 WANT I'M WILLING TO BET THAT
 90% DON'T WANT THIS. IF YOU WANT ME
 TO TAKE A POLL JUST ASK ME

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D125-6.26

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027. Additionally, the 22 extra miles would produce a large economic impact on the trucking industry if that were the required route.

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 Boulder City bypass is not intended to alleviate traffic at Hoover Dam; the outcome of the Hoover Dam EIS will provide alleviation of Hoover Dam traffic by diverting all traffic except tourist traffic to a new bridge south of the dam.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for terrorism impacting Hoover Dam as a result of bridge construction is not considered a major issue for the project.

D126



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name BARBARA PERRY
Address 101 Temple Rock Rd
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Bypass
to eliminate traffic and
noise through Boulder
City

D126-2.109

2. Which alternative do you prefer least and why?

Improvements to existing
route in town

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D126-2.109

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

Support for Alternative D and comment noted. Refer to responses to Comments D6-2.4 and D8-2.6.

D127



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name RONALD PERRY
 Address 101 Temple Rock Rd
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D127-1.62 Southern Alignment ALT D
Decrease Traffic thru Boulder
City

D127-2.110 Decrease Noise Levels

2. Which alternative do you prefer least and why?

D127-2.111 Improvements to Existing 93
Against Rising Noise and
Traffic Levels in Boulder
City

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D127-1.62

Traffic modeling predicts an initial decrease in through-town traffic; however, in the long term (2027), traffic is expected to increase due to growth of the region.

Response to Comment D127-2.110

Comment noted. Refer to responses to Comments D6-2.4 and D8-2.6.

Response to Comment D127-2.111

Position and comment concerning Alternative B noted. Refer to responses to Comments D8-2.6 and D15-2.13.

D128



COMMENT FORM
Boulder City/U.S. 89 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name MILDRED PETERSEN
Address 590 LAKE MICHIGAN
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Southern Alignment because of air quality,
safety + noise levels.

D128-2.112

2. Which alternative do you prefer least and why?

Inner Alignment because of noise levels,
air quality + safety.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D128-2.112

Position and comment concerning Alternatives A and C noted. Refer to responses to Comments D6-2.4, D8-2.6, and D9-2.7.

D129



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name C.E. Peterson (Chuck)
Address 215 Golden Ct B.C.

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D129-4.51

D. It will least destroy the life style of Boulder City. It will enhance the tourist experience in Boulder City

2. Which alternative do you prefer least and why?

D129-4.52

Bar P. - It will not only split B.C. - A lot of local business will not survive the construction period

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712


Response to Comment D129-4.51

Preference for Alternative D noted. 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 D129-4.52

Comment noted.

D130



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JACK & VANESSA PETERSON

Address 615 HALLETT COVE CT
BOULDER CITY

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D130-1.63 ① Southern Alignment -

D130-2.113 • Alleviate the traffic through town.

D130-1.64 • Reduce and maintain a quiet Boulder City enviro
• Reduce spillage making its way to Lake Mead
• Avoid unnecessary by pass traffic at Buchanan
• Minimize noise or keep at maximum

D130-2.114 • Waste of money spent on flood channels at 93
• Unsightly ground wells running through town
• Avoid separating the town by a major highway
• Least amount of disruption for construction →

2. Which alternative do you prefer least and why?

D130-1.65 either expansion of 93 or new alignment
through town.
increase traffic problems through Hemenway Valley.
create unsightly walls, add to pollution.
add to noise, add to probability of pollution
from accident spills to Lake Mead, it might more
during construction.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D130-1.63

Alternative D was developed with the intent of providing a route for through-town traffic to utilize, which would minimize traffic through Boulder City. However, according to the Origin and Destination Study performed in March 2000, at Veterans Memorial Drive, 43 percent of vehicles surveyed had a destination of Lake Mead, Hoover Dam, or Arizona, while 57 percent had a destination of Boulder City. The traffic destined for Boulder City would not use Alternative D. Therefore, though Alternative D would provide acceptable congestion levels, it would not eliminate traffic on city streets entirely.

Response to Comment D130-2.113

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 4.15.2 notes that all of the build alternatives are intended to satisfy the need for reducing the frequency of vehicle crashes in comparison to No Build (Alternative A). Therefore, the build alternatives would indirectly reduce the occasion for accidental spillage associated with vehicle crashes. Cleanup of hazardous waste or materials spills associated with a vehicle crash would be expected as a part of the response to each crash.

Response to Comment D130-1.64

See response to Comment D130-1.63.

Response to Comment D130-2.114

See response to Comment D65-2.55.

Response to Comment D130-1.65

The widening of U.S. 93 through Hemenway Valley (a characteristic of both Alternatives B and C) is intended to alleviate congestion. Access points will be distributed in Hemenway Valley through use of a frontage road.

Boulder City

3. Other comments:

D130-3.30

Southern Bypass "D" allows for further expansion, if necessary, in the future.

Response to Comment D130-3.30

Because Alternative D passes through mostly open desert area, the options for future expansion or staged construction are feasible.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D131



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name LINDA LEE PETERSON
 Address 215 GOLDEN COURT
B.C. 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D131-1.66

D - THIS WILL PRESERVE THE
TOWN'S ATMOSPHERE & SAFETY.
THERE IS NO RESPONSIBLE REASON
TO PLACE HIGH SPEED TRUCK &
VEHICULAR TRAFFIC THAT CLOSE
TO BUSINESSES & RESIDENCES WHEN
IT CAN BE ROUTED SAFELY AROUND
THE CITY.

2. Which alternative do you prefer least and why?

D131-1.67

B-C WILL DESTROY THE
TOWN BY DIVIDING IT & INCREASE
THE NOISE, POLLUTION, AND ~~THE~~ ^{THE} ~~ENVIRONMENT~~
RESIDENTS ~~ENVIRONMENT~~

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D131-1.66

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.

Benefits of other alternatives are presented in the FEIS, in addition to negative aspects of Alternative D.

Response to Comment D131-1.67

Social impacts of Alternative B and C are detailed in FEIS Section 4.12. Alternatives B and C contain full freeway sections that would maintain a high speed of traffic through Boulder City, which tends to reduce air pollution as compared to idling vehicles (see FEIS Air Quality Sections 3.2 and 4.2).

Noise increases would be minimized using sound barriers. Safety would be achieved by separating through-town freeway traffic from arterial sections of Boulder City.

0132

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT
 Name Ricardo Portillo
 Address 1128 Olive Way
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
 D132-2.115 Before any final action, two additional public comment months are required. It is my sense that insufficient time has been allowed for public comment and input. DOT's minimum two (2) additional public hearing are needed at a minimum.

D132-2.116 The northern Alternative has the least potential impact.

2. Which alternative do you prefer least and why?
 D132-1.68 I am against the southern Alternative primarily because it will box Boulder City in and will be surrounded by major highways. Most importantly it will place a major highway in my front yard. This is unacceptable many more residents will be directly impacted if this alternative is adopted.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D132-2.115

The Notice of Availability of the DEIS was placed in the *Federal Register* on February 15, 2002, and the public hearing was held on April 4, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506).

Response to Comment D132-2.116

A description of Alternative C (through-town alternative) can be found in Section 2.5 of the FEIS. A discussion of all of its environmental impacts can be found throughout Chapter 4. The alternative referred to as the "Northern Alternative" was a corridor through the River Mountains north of Boulder City. This alternative was eliminated in the original evaluation of the 16 corridors (see FEIS Chapter 2).

Response to Comment D132-1.68

Alternative D is a southern bypass around Boulder City, south of which there is no residential development. The centerline of the alignment, as of the most recent development, is 0.8 mile from the nearest residence, at a location in the southern portion of the development along Buchanan Boulevard (see Preliminary Engineering Report drawings).

Boulder City

3. Other comments:

Finally, a fact sheet should be mailed to every Boulder City resident and numerous top hand copies of the EIS be available in Boulder City, at public places.

Thank you

[Signature]
4/5/02

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D133



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name BEVERLI G. POWELL & Jack F. Powell
 Address 1515 Darlene Way
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D133-2.117

Southern by-pass "D"
Less disruption for the city - imagine nuclear
waste coming right thru town!

2. Which alternative do you prefer least and why?

D133-2.118

"B" - divides the city - would be terrible
for residents on either side!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89713

Response to Comment D133-2.117

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 also to response to Comment D6-2.4.

Response to Comment D133-2.118

Alternative B would widen a substantial portion of the existing U.S. 93 through Boulder City and add grade-separated interchanges at key locations. Comment noted.

D134



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JACK F. POWELL
 Address P.O. Box 62391

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

PLAN "D"
BECAUSE IT LEAVES BOULDER
CITY OCCUPIED AREA WITH MINIMAL
DISTURBANCE THROUGH TRAFFIC IS
ROUTED OUTSIDE OF THE RESIDENTIAL
AND BUSINESS AREAS. THE REDUCTION IN TRAFFIC
WOULD IMPROVE THE ASPECTS OF
SMALL TOWN LIFE. THE CITY WOULD NOT BE SECTORED.

D134-2.119

2. Which alternative do you prefer least and why?

PLAN B & C - THESE WOULD ULTIMATELY DESTROY
THE CHARACTER OF BOULDER CITY LIFE
AND AS TRAFFIC INCREASES AND THE
ROUTES MUST BE EXPANDED - WHAT
THEN?

D134-3.31

Submit comments at the meeting or mail comments to Daryl Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D134-2.119


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 response to Comment D6-2.4.

Response to Comment D134-3.31

Comment noted. See response to Comment D78-3.23.

D135



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

P. 4/4

P. 4/4

PLEASE PRINT

Name Alfred A. Radosta

Address 111 Topsoil Drive
Boulder City, NV. 89005-1634

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D135-3.32 Southern Alignment - Least offensive to the taxpayers of Boulder City. Payment for this project & future projects of this nature, as well as our future employment are funded by taxpayers; not sheep & tortois. 85% of the land area of Nevada is dedicated to their survival. Leave 15% for the taxpayer.

2. Which alternative do you prefer least and why?

D135-5.23 All of the three remaining. They will destroy our way of life in Boulder City.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D135-3.32

Preference for Alternative D noted. 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 D135-5.23

Preference for Alternative D noted. 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.

Boulder City

3. Other comments:

D135-6.27

The simple solution which benefits all taxpayers but shunts political contributions by special interests is to confine truck traffic to Highway 95 as has been the case since 9-11.

See attached letter -

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D135-6.27

The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

D136



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Barbara Raulston
Address 725 New Mexico ST
Boulder City 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
Alternative C or B

D136-1.69 • Maintains the current traffic patterns the most, instead of destroying new desert land south of town, as well.

D138-3.33 • It's the least (expensive) route.

D136-2.120 • Land is already developed

2. Which alternative do you prefer least and why?

D136-2.121 Alternative D
- Why ruin more desert around BC in order to avoid improving an already existing route?

D136-4.53 Homeowners in Homeowners purchased their homes near an existing highway, all that's being done with Alt. C or B is improving it.
which road is equally fast as bypass

D138-2.122 Homeowners on the south side of town use that area for recreation, a highway would take that away

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D136-1.69

Alternatives B and C utilize more of the existing corridor than Alternative D, which would require additional land acquisition from Boulder City, BLM, and NPS. FEIS Section 4.9.2 discusses potential direct and indirect land use impacts associated with implementation of the build alternatives. Overall, potential land use impacts associated with Alternative D would be similar, the same, or less than for Alternatives B and C. FEIS Chapter 7 evaluates potential impacts to Section 4(f) properties, including historic sites and public parkland. Section 4(f) impacts would be greatest for Alternative C compared to Alternatives B and D.

Response to Comment D136-3.33

Comment noted. Refer to response to Comment D5-3.2.

Response to Comment D136-2.120

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.

As discussed in Section 2.5 of the FEIS, Alternative B would be constructed within existing U.S. 93 right-of-way. Alternative C would occur mostly within existing right-of-way.

Response to Comment D136-2.121

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 result in the largest area of habitat disturbance (679 acres) versus Alternatives A, B, and C.

Response to Comment D136-4.53

Comment noted.

Response to Comment D136-2.122

As described in Section 4.14, Alternative D would affect recreational trails and NPS backcountry roads. Appropriate mitigation measures, including the construction of crossings at backcountry roads and recreational areas, are further described in this section of the FEIS.

Boulder City

3. Other comments:

- D136-2.123 1) Citizens need more time to review the DEIS prior to attending a public meeting on the issue. There should be more than one hearing on such an important issue!!
- D136-2.124 2) The comment period should be extended to allow more citizen education - one side of town is very informed & one isn't - extend the comment period to allow all citizens input.
- D136-3.34 3) The cost of each alternative should include mitigation costs. This is considerably more for Alt. D than the other alternatives, and taxpayers need to know that the price of Alt. D will be even more than what is in the DEIS!
- D136-2.125 4) Why is there no mitigation required for the increased noise in LMNRA?
- D136-2.126 5) There is a problem with getting a hard copy of the DEIS. Apparently, leaving a message on the project voicemail isn't sufficient. There was no information given out to the public prior to the ONLY public hearing about how to obtain a hard copy of the DEIS until attending the meeting. Would have been good to get a copy beforehand. Not everyone has web access, nor time to sit up at City Hall/Library & read the document. This seems like a way to avoid controversy vs. providing as much access & information to as many people as possible.
- Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D136-2.123

The Notice of Availability of the DEIS was placed in the *Federal Register* on March 15, 2002, and the public hearing was held on April 4, 2002. The comment period closed on May 10, 2002. The DEIS was available through the project website as of March 15, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506), requiring a 45-day comment period for review and comment on the document.

Response to Comment D136-2.124

Two public meetings were held in January and April 2000, in which alternatives were developed based on the problems and recommended solutions identified by residents of Boulder City and Henderson. Following the scoping period and continuing up through the DEIS public hearings, the public outreach process will continue through the completion of the FEIS and approval of the ROD. The following is a list of the key public outreach activities and processes being undertaken for this project:

- Public Meetings/Open House Forums
- Public and Agency Chartering Meetings
- Presentations at City Council Meetings
- Presentations to Stakeholder Groups
- Boulder City Cable Television Programs
- Community Working Group Meetings
- Project Web Page
- Project Newsletters
- Project E-Mail Box
- Project Hot-line

Response to Comment D136-3.34

The estimated cost of the preferred alternative, including the cost of mitigation, will be presented in the ROD for the project.

Response to Comment D136-2.125

FEIS Section 4.3.2 identifies mitigation for project impacts on the LMNRA. The increase in noise within the LMNRA does not exceed the FHWA threshold required for construction of sound barriers.

Response to Comment D136-2.126

The DEIS has been made available to the public in accordance with NEPA regulations. DEIS availability was advertised prior to public release of the DEIS on the project web page, project newsletters, and local newspapers.

D137

Boulder City

COMMENT FORM
Boulder City/U.S. 89 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name VAUGHN REUTHER
Address 536 BIRCH ST.
BOULDER CITY, NV, 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

I would prefer the "No Build" alternative, because I feel that all three of the other alternatives would have an unacceptable impact on some portion of Boulder City's residents.

D137-1.70

I had felt that the "Southern Alignment" would be an acceptable solution to the problem when I had heard that it was being planned to run south of the Mead Substation. Now I see that it is being planned to run north of the Mead Substation, and I feel that this alignment would have an unacceptable impact on the residents in that area of town.

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D137-1.70

The FEIS presents negative impacts for all four alternatives considered, which are summarized in the Executive Summary.

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 noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).

D138



COMMENT FORM
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Martin S. Rihel
Address 1454 Bronco Road
Boulder City, NV 89005-3104

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D138-5.24

D - because it is the furthest from town

2. Which alternative do you prefer least and why?

C - This would be the most disturbance to the town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D138-5.24
Comment noted.

Boulder City

3. Other comments:

D138-6.28

I disagree with the location of the bridge (to close to Dam).

The best solution is to have the traffic go south to Laughlin or a bridge further downstream from the proposed site.

Submit comments at the meeting or mail comments to Daryl Janice, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D138-6.28

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The location of 1,500 feet south of the dam is not considered by FHWA to be too close to the dam.

D139



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Sharon Riley

Address 363 Clarke St

11 Valley View Ln

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D139-2.127

D This would go around the town
reducing the traffic in congested areas
& reduce the sound.

2. Which alternative do you prefer least and why?

D139-2.128

C. This would be right next to town
increasing noise & traffic in town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to comment D139-2.127

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 also to responses to Comments D6-2.4 and D8-2.6.

Response to Comment D139-2.128

Comment noted. Refer to response to Comment D54-2.44.

Boulder City

3. Other comments:

D139-2.129

My grandparents live right where the freeway (choice C) will be. This is a home where my great grandparents grew up. It means a lot to our family. This choice would only bring more traffic and noise to Boulder city. I feel choice D would benefit everybody. There are no homes where the choice D is routed. I hope that everything gets resolved & everyone is happy. Thank you for your time!

Steven Riley

Response to Comment D139-2.129
 Comment noted. See response to Comment C1-2.1.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Summit Street, Carson City, NV 89712

D140



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Linda Schrick
Address 1360 Denver Street
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D140-5.25

No build!! No by-pass
bridge over Hoover Dam -
No "Southern By Pass" within
a mile of town! No widening
of the existing route

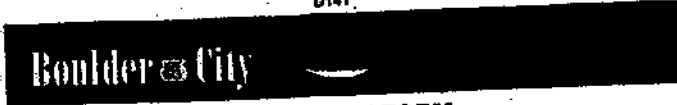
2. Which alternative do you prefer least and why?

~~They are all bad for Boulder City!~~
They are all bad for
Boulder City!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D140-5.25
Comment noted.

D141



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name

Barbara + Ron Schuster

Address

*1513 Parkside Way
Boulder City, NV*

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

D141-5.26

"D" only

2. Which alternative do you prefer least and why?

Any of the others!

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D141-5.26
Comment noted.

D142



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Gene Segerblom

Address P.O. Box 61136
Boulder City, NV 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D142-5.27

Absolutely D route

2. Which alternative do you prefer least and why?

No other one

Thanks!

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Boulder City, NV 89006

Response to Comment D142-5.27
Comment noted.

D143

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

P. y. n. a.

PLEASE PRINT

Name Deborah Selson

Address 888 Judi Pl
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? "D"

<p><i>D143-1.71</i></p> <p>1. <u>CONVENIENCE</u> <u>EDUCING COST NO DETAILS</u> <u>EDUCING COST NO BUSINESS LOSS</u> <u>NO LIFETIME INCONVENIENCE</u> <u>OF DISSECTED CITY</u></p>	<p><i>D143-4.54</i></p>	<p>3. <u>PROPERTY VALUE</u> <u>NO IDEAL</u> <u>NOT JUST ANOTHER TRIP DOWN</u></p>
<p><i>D143-2.130</i></p> <p>2. <u>NOISE</u> <u>NOISE DURING CONSTRUCTION</u> <u>NO SOUND BARRIERS NEEDED</u></p>	<p><i>D143-2.131</i></p>	<p>4. <u>VIEW OF LAKE</u> <u>TOURISTS STOP TO TAKE PICTURES</u> <u>FROM 93</u> <u>SOME HOMES WILL LOSE VIEW</u></p>
<p><i>D143-2.132</i></p>	<p><i>D143-2.132</i></p>	<p>5. <u>LOCATION</u> <u>AREA FOR "D" NOT</u> <u>USABLE FOR HOMES OR</u> <u>BUSINESS DUE TO</u> <u>TRANSMISSION LINES</u></p>

2. Which alternative do you prefer least and why

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D143-1.71

The construction of Alternative D would require some traffic rerouting and other construction impacts at either study limit (near Railroad Pass and at the east end). However, construction impacts would be much greater for either Alternative B or C, as they both utilize the existing U.S. 93 Corridor (see FEIS Section 4.17, Construction Impacts).

Response to Comment D143-2.130

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 D143-4.54

Preference for Alternative D noted. 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 D143-2.131

A roadway pullout and vista point lookout would be developed atop Eldorado Ridge to provide views of Lake Mead.

Response to Comment D143-2.132

Alternative D would traverse primarily open space within Boulder City. Because development has not been planned for this area, the potential for conflicts with future land uses is limited. Since the city is the adjoining landowner, Boulder City has full control over whether adjoining development would occur (Section 4.9 FEIS).

D144



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name HAROLD SELSON

Address 888 Judis Pl
Boulder City NV 89005 702-295-0052

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? "D"

D144-1.72	1. <u>CONVENIENCE</u> <small>D144-4.55</small>	2. <u>PROPERTY VALUE</u>
	- NO IN TOWN DETOURS DURING CONST	- NO DEPT
	- NO BUSINESS LOS DURING CONST	- NOT JUST ANOTHER TINY TOWN
	- NO LIFETIME INCONVENIENCE OF DISSECTED CITY	- LOSS OF 1700
	<small>D144-2.134</small>	4. <u>VIEW OF LAKE</u>
D144-2.133	2. <u>NOISE</u>	- TOURIST STOP TO TAKE PICTURES FROM 93
	- NONE DURING CONST	
	- NO SOUND WALLS NEEDED	5. <u>LOCATION</u>
D144-1.73	2. Which alternative do you prefer least and why?	- AREA FOR "D" NOT USABLE FOR HOMES OR BUSINESS
	1. <u>B. Least noise</u> <small>D144-2.135</small>	
	1. <u>TRAFFIC CONGESTION THROUGH TOWN</u>	<u>DUE TO TRANSMISSION LINES</u>
	2. <u>ALL THE PROBLEMS "D" WOULD EXAGGERATE</u>	

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D144-1.72
 See response to Comment D143-1.71.

Response to Comment D144-2.133
 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 D144-1.73
 Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections.

Response to Comment D144-4.55
 Preference for Alternative D noted. 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 D144-2.134
 See response to Comment D143-2.131.

Response to Comment D144-2.135
 See response to Comment D143-2.132.

D145



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Janice Shindam
Address 620 Mt. Bear Way
Boulder City 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D145-5.28

D SAVE OUR CITY

2. Which alternative do you prefer least and why?

"C" WILL DISRUPT OUR QUALITY OF LIFE

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D145-5.28
Comment noted.

D146



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name TRACY STRICKLAND
 Address 1630 GEORGIA AVE
BOLDER CITY, NV 89005

Please add my name to your mailing list. Yes No

D146-1.74

1. Which alternative do you prefer most and why?
ALT "C". IT ACHIEVES THE GOAL OF
PROVIDING A SAFER MEANS OF TRAVEL IN
B.C WITHOUT HAVING A NEGATIVE IMPACT
ON OUR LOCAL ECONOMY AND NEGATIVE
ENVIRONMENTAL IMPACT

D146-4.56

2. Which alternative do you prefer least and why? ALT "D":
I BELIEVE ALT "D" WILL HAVE THE
GREATEST NEGATIVE IMPACT ON OUR
LOCAL ECONOMY. ALT "D" IS ALSO THE
HARSH ECONOMIC SOLUTION TO THE
TRAFFIC PROBLEM. IT COSTS 125 MILLION
MORE DOLLARS OR 56% MORE THAN ALT
"B" OR "C". ADDITIONALLY, ALT "D"
HAS THE GREATEST NEGATIVE IMPACT
ON THE ENVIRONMENT.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D146-1.74

Preference for Alternative C noted. Alternative C was developed as a through-town freeway that would move traffic through Boulder City at higher speeds while relieving congestion on the existing roadway. The environmental and economic impacts of Alternative C are identified in Chapter 4 of the FEIS.

Response to Comment D146-4.56

Comment noted.

Boulder City

3. Other comments:

D146-1.78

I ALSO HAVE GRAVE CONCERNS
 ABOUT THE FUTURE OF HIGHWAY 93
 IF ALT "D" IS SELECTED HIGHWAY
 93 WILL REMAIN A DANGEROUS ROADWAY
 IF THERE ARE NO IMPROVEMENTS
 MADE TO IT. CONSEQUENTLY, ONLY
 ALT "B" OR "C" ADDRESS THE SAFETY
 CONCERNS OF HIGHWAY 93

Response to Comment D146-1.75

The Purpose and Need chapter (FEIS Chapter 1) identifies the current and future deficiencies of the existing U.S. 93 highway, including safety considerations and traffic projections. The diversion of traffic as part of Alternative D onto the new southern bypass will decrease traffic on U.S. 93 through Boulder City, thus reducing the potential for crashes.

Additionally with Alternative D, a new interchange at Railroad Pass, the existing intersection with the worst safety record within the project, will be constructed, addressing safety concerns.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D147



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Ann Struve
Address 1255 Tamakish Ln
B.C. NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D

Any other route will destroy Boulder City's quite quaint atmosphere. We live in B.C. to get away from the major growth and noise. I know we need a safer route but please don't put it in the middle of our town! Route D is a win win for everyone. Including present businesses.

2. Which alternative do you prefer least and why?

↑
above reasons

Submit comments at the meeting or mail comments to Daryl Jones, F.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D147-2.136

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 also to responses to Comments D8-2.6 and D9-2.7.

D147-2.136

D148



COMMENT FORM

Boulder City/U.S. 89 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name David S. Struve

Address 255 Tamara
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D148-3.35

D - It Has the Least
impact on Homes!
My vote is for D
Please Make this happen!

2. Which alternative do you prefer least and why?

D148-4.57

B- Cuts the heart out of
this great city!
Please do not send
the trucks through our
Towns!

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D148-3.35

Section 4.12 Social Impacts of the FEIS discusses the impacts on homes for each alternative. Alternative D would require no displacement of residences.

Response to Comment D148-4.57

Comment noted.

Boulder City

3. Other comments:

D is the only way to go!

Our businesses will continue to stay in business with D.

People that want to come in and see our town still will with D!

D148-4.58

Response to Comment D148-4.58

Preference for Alternative D noted. 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.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D149



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name M. Swanson

Address Boulder City

Please add my name to your mailing list.

Yes

No

1. Which alternative do you prefer most and why?

D - impacts fewer residents

D149-4.59

2. Which alternative do you prefer least and why?


B - impacts people + businesses

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Saratov Street, Carson City, NV 89712

Response to Comment D149-4.59

Preference for Alternative D noted. 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.

D150



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Terra Vista LP

Address 833 Sandstone Ct
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D150-5.29 | We prefer Alternate D. It will have less of an impact on the quality of life BC residents have come to know & appreciate & expect.

2. Which alternative do you prefer least and why?

D150-2.137 | The balance, however Alternate B would be least preferred. It would create more traffic, noise & pollution in our own backyard.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D150-5.29

Preference for Alternative D noted. 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 D150-2.137

Opposition to Alternative B noted.

D151



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Mary Jane Therrien
 Address 593 Malaga CT
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D151-2.138

*D - It makes the most sense in order
 preserve the quality of life that has been
 here from 1935 and earlier. We will need
 families & communities if we do not choose
 this plan D. It will not disrupt anyone
 by going through the desert which has no
 communities involved.*

2. Which alternative do you prefer least and why?

D151-2.139

*C - This will destroy our home, our
 retirement, our quality of life. We
 worked all our lives to achieve. We
 paid taxes and saved to move here
 and enjoy the natural, quiet surrounding*

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D151-2.138

Support for Alternative D and comment noted. 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 D151-2.139

Comment noted. See response to Comment D151-2.138.

Boulder City

3. Other comments:

I would support any plan that
bypassed Boulder City BUT NOT B or C-
then

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D152

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Russ Thompson

Address 627 Malaga Dr
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D152-2.140 Southern Alignment
Reduce Truck Traffic thru City
less noise + air quality problems

2. Which alternative do you prefer least and why?

D152-6.29 Prefer all Truck Traffic to continue
use of 95 south

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D152-2.140

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 also to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D152-6.29

The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

D153



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name SUE THOMPSON
Address 627 MALAGA DR
BOULDER CITY NV 89005

Please add my name to your mailing list: Yes No

1. Which alternative do you prefer most and why? "D" - I prefer "D"

If option B or C is used the noise level to
residents would be prohibitive: 6-8 lanes
of traffic surely will have more noise than 2 lanes.
To date Boulder City is a quiet community. To have
high amounts of traffic flow through would be
the same as living in Las Vegas, Cleveland or New
York. By having a By Pass, which option D
would allow, Boulder City would retain
its small town quality that is seen in

2. Which alternative do you prefer least and why?
larger cities

D153-2.144

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D153-2.141

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 also to responses to Comments D8-2.6, D15-2.13, and D6-2.4.

D154



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Gladys C. Tewles
Address 1444 Riviera Ct
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D154-5.30

"C"

2. Which alternative do you prefer least and why?

D154-2.142

"D"
Too Close to Georgia - Noise
Will be too much.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D154-5.30
Comment noted.

Response to Comment D154-2.142
Based on the analysis contained in Section 4.3 of the FEIS, Alternative D would not warrant noise abatement.

D155



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Robert Towles
 Address 1644 Riviera Ct
Boulder City

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D155-3.36

"C" less cost. There is ~~not~~ already a highway
existing. Those that have built these were
crisis of the situation -

2. Which alternative do you prefer least and why?

D155-3.37
 Southern
 Alignment

"D" due to being too close to Goose Ave.
The new highway will be in E.I. as it crosses

D155-2.143

Buchanan thus more noisy, fumes etc. The
prevailing winds are from the south.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D155-3.36

Refer to response to Comment D5-3.2. Alternative C is described as a "new through-town alignment" with sufficient capacity to achieve an acceptable LOS at key links and intersections in the design year of 2027, as well as adhering to other requirements put forth in the Purpose and Need.

Response to Comment D155-3.37

Comment noted. The centerline of Alternative D passes approximately 0.8 mile from Georgia Avenue.

Response to Comment D155-2.143

Refer to response to Comment D9-2.7.

D156



COMMENT FORM
 Boulder City/US 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name BOB TRIOLD
 Address 628 GRANADA DRIVE

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? By Pass "D"
TO SAVE THE CITY AND THE COMMUNITY
WE NEEDED TO KEEP UNWANTED TRUCK
TRAFFIC FROM PASSING THROUGH THE CITY.
MY CONCERN NOW IS THE CITY HAS NOT
DONE ANYTHING UNTIL RECENTLY AND HOPEFULLY
IT IS NOT TO LATE. THE SECOND CONCERN IS
NOW THE EFFECT YUCCA MOUNTAIN HAS ON THE
TRAFFIC FLOW AND TRUCK TRAFFIC.

D156-1.76

2. Which alternative do you prefer least and why? DO NOTHING
WOULD BE THE WORSE ALTERNATIVE

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D156-1.76

Alternative D was developed with the intent of providing a bypass for through-town traffic (including truck traffic) to utilize that would minimize traffic through Boulder City. The decrease in traffic, coupled with other necessary mitigation, would provide increased safety in problem areas.

The potential impacts of hazardous waste transport are addressed in the Hazardous Waste sections (3.15 and 4.15) of the FEIS.

Boulder City

3. Other comments:

D156-3.38

I would really like to see the bridge that is being built now to by pass the dam be considered the driving initiative to getting started on ALTERNATIVE "D". I really would consider selling my house and leave Boulder City IF THE TRUCK TRAILER IS NOT REVERSED FROM THE CITY.

D156-4.60

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D156-3.38

The Hoover Dam Bypass EIS has been completed, and bridge design is currently underway for a bypass 1,500 feet south of the dam. However, this is a separate project from the Boulder City/U.S. 93 Corridor Study and has no direct impact on the schedule of this project.

Response to Comment D156-4.60

Comment noted.

D157



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Pamela Triolo
 Address 628 Granada Drive
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D157-2.144 Alternative D is the one I prefer. It will
leave our town intact. We will still get
Lake Mead and Hoover Dam tourists
 D157-4.61 yet the town won't be split in half with
a highway. Both needs of residents and
businesses should be considered. Boulder City
is a family town first, tourist town second.

2. Which alternative do you prefer least and why? B and C because

D157-3.39 they will split the town and ruin the
small town feel. If B or C come to
pass Hemenway valley might as well
 D157-1.77 just be annexed by Henderson. A
small town should not have to deal
with freeway exits to facilitate
trucks traveling from Mexico to
Canada. We shouldn't be sacrificed.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D157-2.144
 Comment noted.

Response to Comment D157-4.61
 Preference for Alternative D noted. 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 D157-3.39
 Comment noted.

Response to Comment D157-1.77
 Congress designated U.S. 93 as a CANAMEX route because it is a major commercial corridor for interstate and international commerce. This is further discussed in FEIS Section 1.1.

Boulder City

3. Other comments:

D157-2.146

Lake Mead is a beautiful recreational area coming down 93 the view is magnificent and should not be destroyed by overpasses. We need to preserve areas of beauty not destroy them. Boulder City has been my home for 4 years and I would like to live here many more but would consider making it any alternative other than D is ~~not~~ chosen.

D157-4.62

I am sorry for any business that will be hurt but when businesses are only open limited hours and not open on weekends their needs should not get first consideration.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D157-2.145
See response to Comment D143-2.131.

Response to Comment D157-4.62
Preference for Alternative D noted. 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.

D158



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JULIA Troigla
 Address 1410 SAN FELIPE DR.
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D158-4.63

"B" This route would still provide business access for our local businesses. This is the least expensive way of doing it correctly. TRUCK only bypass would be perfect!!

2. Which alternative do you prefer least and why?

D158-2.146

"D" - This impacts our desert environment too much. Parts of these desert areas are "untouched" and have been forever. The only area for horses is B hill, don't cut off our desert access, that is why we live here. You cannot have horses anywhere else. There is desert life, plants, etc. that would be sacrificed. NO D

Submit comments at the meeting or mail comments to Daryl Jensen, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Sagebrushway, Carson City, NV 89712

Response to Comment D158-4.63
 Preference for Alternative B noted.

Response to Comment D158-2.146
 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 traverses open space land; however, uses such as the Mead Substation, rifle range, landfill, and transmission lines exist along the proposed alignment. Access to existing uses would be maintained, and wildlife crossings and other mitigation efforts would be incorporated into the final design.

D159



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name ARLENE TROOP
Address P.O. Box 60771 1300 Mtn. View Pl,
Boulder City, NV 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D159-2.147

*I prefer alt. D to any of the others.
It will be the least disruptive to the
whole town, and will be far enough
away so the noise will be less than
it is now on the truck route. I don't
think the other 3 would add more
noise & traffic.*

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D159-2.147

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.

Also see responses to Comments D6-2.4 and D8-2.6.

D160

Boulder City

COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Carl Trygstad

Address 135 Forest Ln
Boulder City NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? D

The highway and traffic have outgrown Boulder City. The best alternative is to route through traffic around the city. Convert the existing highway to a city street and give state right of ways to the south of the city. This alternative is the only one that seems reasonable.

2. Which alternative do you prefer least and why? B & C

These alternatives would adversely affect the city. The noise and pollution would increase and soundwalls are only unsightly band-aids. These alternatives put busy freeway traffic right through the middle of beautiful residential areas. The access in and out of my neighbor hood are absurd/ totally ridiculous.

3

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D160-1.78

D160-2.148

D160-1.79

Response to Comment D160-1.78

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. Preference for Alternative D is noted.

It is yet to be determined what would be done with the existing highway should the preferred alternative be constructed.

Response to Comment D160-2.148

See responses to Comments D8-2.6, D16-2.14, and C1-2.1

Response to Comment D160-1.79

The access points for Alternatives B and C were determined in the engineering development to be the most efficient means of maintaining access while minimizing congestion. See Preliminary Engineering Report for details of access points.

Boulder City

3. Other comments:

D160-2.149

A freeway ~~would~~ through Hangway Valley would totally disrupt the lives of many residents. The environmental impact would be huge. The residents homes and access to homes would be adversely affected. I think

D160-4.64

through traffic needs to go around Boulder City. Traffic going through after that would be the people who want to be there and thus the economic impact would be minimal.

Response to Comment D160-2.149
Comment noted.

Response to Comment D160-4.64
Comment noted.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

D161



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name STEVE TUGGLE
 Address 441 INTERPID COURT
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
SOUTHERN ROUTE - I AM A 27 yr
VETERAN OF LUMPED TRAFFIC. AS A SUPERVISOR I
DEAL WITH ENVIRONMENT, ENGINEERING & EDUCATION
WHEN IT COMES TO TRAFFIC PROBLEMS. I HAVE LIVED
IN B.C. @ 48 & SADE 9-11. THE CHANGE IN TRAFFIC
PLANS & CONCEPTS HAS IMPROVED ON Hwy 93. EXITS/INTERCHANGES
ON SIDE STREETS IS MUCH SAFER BUT TRAFFIC REMAINS HEAVY
ON Hwy 93. THE SOUTHERN BY-PASS WILL IMPROVE TRAFFIC
PLAN, ENGINEERING & SAFETY ON Hwy 93 FOR LOCAL
RESIDENTS

D161-1.80

2. Which alternative do you prefer least and why?
(1)(2)(3). BECAUSE CONTINUING TO USE Hwy 93
AT ALL ONLY RESTRICTION THROUGH BLDG. ONLY CAN
PROVIDE A SAFE ENVIRONMENT FOR VEHICLES 10-20-
20 YRS FROM NOW. "LOCAL" STREETS SHOULD BE FOR
"LOCAL" TRAFFIC. "THROUGH" TRAFFIC SHOULD BE
ROUTED AROUND FROM LOCAL STREETS.

D161-1.81

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D161-1.80

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 provide a bypass for traffic not destined for Boulder City. The projected decrease in through-town traffic would provide increased safety in problem areas.

Response to Comment D161-1.81

FEIS Section 1.3.3 identifies the concerns raised in the comment as "needs" for the project. Alternatives B and C each propose a route within the developed area of Boulder City while providing access to businesses and communities. The FEIS does indicate that access to businesses would still be difficult with Alternative B. Alternative C would provide access to the commercial corridor with exits from the proposed U.S. 93 freeway at an extended Buchanan Boulevard and Lakeshore Road.

Boulder City

3. Other comments:

AS I AM CAPABLE TO GO IN, SO DOES THE AMOUNT OF TRAFFIC. MY OWN EXPERIENCE TELLS ME THAT LOCAL TRAFFIC TRYING TO CROSS/INCREASE IN THE 93 & NV HIGHWAY IS BECOMING DANGEROUS LEVELS. IF A PERSON HAS BUSINESS @ A SHOP IN NV HWY, THEY WOULD SOMETIMES HES TO WAIT 3-4 MINUTES (OR MORE) JUST TRYING TO GET A ONE WAY TO ENTER NV HIGHWAY TO STAY EITHER NORTH OR SOUTH. ONE WAYWAY TO TURN LEFT FROM THE TRUCK STOPPING INTO A ONE WAY ONE PLACE IN PERIL FOR THE DRIVER BECAUSE OF HEAVY TRAFFIC FLOWS.

Overcoming out-of-town through the Southern Bypass will make NV Hwy & Hwy 93 safer roads. Out-of-town traffic really interested in visiting Boulder City will mean the effort to drive into town & enjoy their business. THE OVER-STRUCTURE IN BOULDER CITY WOULD CONTINUE TO HANDLE INCREASED TRAFFIC FROM EVEN "UPMOUNTAIN" HWY 93. IT WOULD BE THE BEST ANSWER TO BOULDER CITY'S TRAFFIC PROBLEMS. PICKING TRUCK LINES TO THE CENTER LINE OF RIGHT OF WAY TO 'CRASH' TRUCK LINES HAS NEVER BEEN THE ANSWER TO TRAFFIC FLOW PROBLEMS.

THE SOUTHERN BYPASS OPTION IS THE CORRECT CHOICE FOR 2003 AND ON INTO 2010, 2020, 2030.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D161-4.65
Comment noted.

Response to Comment D161-1.82
The Roadway Capacity section of the FEIS (Section 1.3.1) discusses this need.

Response to Comment D161-1.83
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.

NDOT is performing this study considering a design year of 2027. All analyses are being performed considering traffic conditions for this year, and alternatives are developed based on the design year.

D161-4.65

D161-1.82

D161-1.83

D162



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JOSEPH P. WAGNER
 Address 200 WYOMING ST
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? Alternative B

D162-4.66

It is the shortest route.

D162-1.84

It will keep local businesses in business.

D162-2.150

It probably will have less long grades.

D162-4.67

It will disturb much less acres of land.

D162-2.151

It will save time and fuel for all travelers.

There should be less exhaust/pollutants in Boulder City.

2. Which alternative do you prefer least and why? alternative D

It is the longest route.

It will take more time and fuel for all users.

It will use ^{more} land.

It will not bankrupt local businesses.

It will cost more than necessary to handle traffic.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D162-4.66
 Preference for Alternative B noted.

Response to Comment D162-1.84
 The Preliminary Engineering Report indicates that Alternative B would contain 1,250 m of its steepest grade (5.7 percent), Alternative C would contain 1,500 m of its steepest grade (5.7 percent), and Alternative D would contain 4,200 m of its steepest grade (6.0 percent).

Response to Comment D162-2.150
 See response to Comment D25-2.18.

Response to Comment D162-4.67
 Preference for Alternative B noted.

Response to Comment D162-2.151
 All of the Build Alternatives (B, C, and D) would result in improved air quality versus the No Build (Alternative A) (see FEIS Section 4.2).

Boulder City

D162-4.68

3. Other comments:

*The people that live along
highway 93 resent that was an important
highway when they bought their property.*

Response to Comment D162-4.68
Comment noted.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D163



COMMENT FORM
 Boulder City U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Edward L. Waymire
 Address 579 LAKE HUDON LANE
Boulder City Nevada 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D163-2.152 Alternative Plan D - We do not want the noise
dust traffic -
Nevada is fighting Yucca mountain
are we going to have hazardous waste through
our city - NO
alternative D - is the only way

2. Which alternative do you prefer least and why?

D163-2.153 C - we do not want the traffic
through our city -
noise - dust - disturbing disturbing
our homes - our way of life -

D163-4.69 we retired here because the way of life -
people that use lake mead motels - cafes
will still come here

Submit comments at the meeting or mail comments to Daryl Jasso, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D163-2.152

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 also to responses to Comments D25-2.25, D25-2.26, D25-2.28, and D30-2.32.


Response to Comment D163-2.153

Position and comment concerning Alternative C noted.

Response to Comment D163-4.69

Comment noted.

D164



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Billie WAYMIRE (MRS)

Address 579 LAKE HURON LN.
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D164-2.154 Alternative D (as in Prop) is the only acceptable. Alternative B or C would destroy the beautiful view of Lake Mead & destroy existing homes, developments, etc. This can be constructed without stopping traffic flow. It is already too heavy.

D164-6.30 Building the dam, the back up waiting is terrible. We have a 2nd home at Panguitch, UT & we need to pass over dam to reach our home.

2. Which alternative do you prefer least and why?

D164-2.155 Alternative C is the least acceptable as it destroys Hemenway Valley, the beautiful Lake Mead we all love. C or B either would be too high while constructing & also when completed.

D164-3.40 We business will still come to town (B.C.) if they do choose whatever what. Furthermore we can't have the trucks & heavy traffic thru town it is very unsafe for us to go to town now - but Real

D164-4.70

D164-1.85

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D164-2.154

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.

See responses to Comments C34-2.44, D9-2.7, D16-2.14, and D104-2.83.

Response to Comment D164-6.30

The Hoover Dam Bypass project addresses traffic congestion at and approaching the dam. FHWA has completed the EIS for this project, and design is underway for a bypass bridge south of the dam.

Response to Comment D164-2.155

Comment noted. See response to Comment D113-2.98.

Response to Comment D164-3.40

Alternatives B and C would have greater construction-related impacts on the residential areas within Hemenway Valley (see FEIS Section 4.17). Following construction, both alternatives keep U.S. 93 traffic within Hemenway Valley. Social impacts of the construction of both alternatives are also discussed in Section 4.12 of Volume I of the FEIS.

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 D164-4.70

Comment noted.

Response to Comment D164-1.85

Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections. The presence of a frontage road in Hemenway Valley would aid in access maintenance and improve safety by separating local traffic from through-town traffic. However, trucks would continue to travel through the commercial corridor with Alternative B.



3. Other comments:

*I feel very strong about this alternate
I make sense*

D164-6.31

*Hwy 95 to Searchlight & Laughlin
should be widened ASAP -- It is a
dead trap now --*

Multiple horizontal lines for additional handwritten comments, mostly blank.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1203 South Stewart Street, Carson City, NV 89712

Response to Comment D164-6.31

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

D165

9/1/9



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name: Molly A. Weaver
Address: 812 Marina Drive
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D165-2.156

Southern Alignment - improved air quality
- best way to provide options
to Boulder City without forcing
a lot of traffic through town that
will have many negative effects

2. Which alternative do you prefer least and why?

No build - decreased air quality
- noise increase
- decreased water quality
- increased traffic
- increased congestion

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D165-2.156

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.

D166



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name Vernita J. Wilson
Address P.O. Box 100843
Boulder City, NV 89006

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~

2. Which alternative do you prefer least and why?
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~

Submit comments at the meeting or mail comments to Deryl Evans, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Boulder City

3. Other comments:

D166-6.32

I would much rather have 95 become
Dory James, and bridge built in Laughlin,
but whatever plan keeps the
trucks the furthest away from
Boulder City is the best

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D166-6.32

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. Alternative D is a southern bypass, and of the four alternatives considered in this project, trucks are furthest from Boulder City upon construction of it.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

D167

9/4/02



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name Virginia Wines
Address 1538 Sunrise Circle
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D167-1.86

Plan D. It does not make sense
to keep running all the trucks
and traffic through the center
of town.

2. Which alternative do you prefer least and why?

none.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D167-1.86

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 was developed with the intent of providing a bypass for through-town traffic to utilize that would minimize traffic through Boulder City.

D168



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name MAUDIE WOHLBRANDT
 Address 1320 APPALOOSA RD
BOULDER CITY NV 89105

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D - THE SOUTHERN BYPASS

D168-1.87

THIS WILL GIVE US A ROUTE FOR
THE TRUCKS AND THE TOURIST
CAN STILL ACCESS LAKE MEADARA
AND BOULDER CITY FOR SERVICES
IF THEY LIKE + WE WILL WELCOME
THEM!

2. Which alternative do you prefer least and why?

D168-1.88

B - NO WAY THE TRUCKS
WOULD SPLIT SO IN TWO + WE
HAD THAT BEFORE 9-11, SO WE
KNOW HOW BAD THAT CAN BE
THE DANGER ASPECT IS WAY
TO HIGH TO EVEN CONSIDER!

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D168-1.87

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 was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Access would be accommodated to recreational areas, as well as Boulder City.

Response to Comment D168-1.88

Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.

D169



COMMENT FORM

Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name JOHN ZEPFOS
Address 704 AVE A.
BC. 87005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D169-2.157 B - BASE ROADWAY IS THERE NOW.

Response to Comment D169-2.157
Support for Alternative B and comment noted.

2. Which alternative do you prefer least and why?

D169-2.158 D - WE OPEN NEW GROUND, LETS NOT
IMPACT THE LAND MORE THAN WE HAVE TO.

Response to Comment D169-2.158
Position and comment concerning Alternative D noted.

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D170



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name John Zercoff
Address 704 AVE A
BC. 89105

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

[Handwritten signature]

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Boulder City

3. Other comments:

D170-5.31

MORE HEARINGS AT LEAST TWO.

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D170-5.31

The Notice of Availability of the DEIS was placed in the *Federal Register* on February 15, 2002, and the public hearing was held on April 4, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506).

D171



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name Lettie Zimmerman
 Address 663 Ave K
BC 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D171-1.89

I came in preferring D. Several concerns need to be addressed. ① access for emergency vehicles.

D171-4.71

② a portion of non-city land that could be developed for/by cranes along the by-pass. While cost is higher + environmental impact greater, I still support D.

2. Which alternative do you prefer least and why?

D171-1.90

I don't believe it will reduce congestion. It will add pollution + will split the town.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D171-1.89

Access for emergency vehicles will be addressed if a build alternative is identified as the preferred alternative, and the plan will be detailed in the FEIS.

Response to Comment D171-4.71

Preference for Alternative D noted. 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 D171-1.90

The widening of U.S. 93 is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road.

According to the Air Quality analysis in Section 4.2 of the FEIS, the impacts of all build alternatives on air quality are approximately the same.

Social impacts of Alternative C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.

D172



COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name JEROME & KAREN ZUNIGA
 Address 104 OCEAN MIST LN.
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? ALT. "D"

Both alternatives "B" & "C" will establish a freeway (4 or 6 lanes) right by our home — with all the accompanied noise, pollution and visual ugliness. Alt "D" will route this chaos around our wonderful little town, maintaining the pristine, quality life that we all moved here for. The tourists will still visit our town and spend money here, as always, and the local businesses will not suffer. ALT "A" is OK, but not preferred — but better since truck traffic has been rerouted thru Laughlin.

2. Which alternative do you prefer least and why?

Alternatives A, B & C will all maintain the traffic chaos right by our home as described above.

PLEASE, PLEASE BUILD ALTERNATIVE "D" TO PRESERVE OUR WONDERFUL TOWN AND OUR "QUALITY" WAY OF LIFE !!

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D172-2.159

D172-4.72

Response to Comment D172-2.159

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 D172-4.72

Preference for Alternative D noted. 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.

pg 4/6
CITY
Boulder City

COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002 *P*

PLEASE PRINT

Name John D. Bayer
Address 4270 South Decatur, Suite B6
Las Vegas, NV 89103

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

OVER →

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Boulder City

3. Other comments

The current study begins approximately 100 feet east of Foothills Drive. According to conversations with members of the NDOT staff, they indicate that the next study moves from the above reference point to the spaghetti bowl.

I feel that the first study should be expanded westward approximately 200 feet west of the Wagon Wheel Interchange. My suggestion is based on the following facts:

1. A home builder is currently under construction to build 900 homes, and is working with the BLM for the trade of the land in that area that will expand his development 10 fold.
2. Car Country development is under negotiations to build 300 apartments, 300 condos, an extended stay hotel, and 400 time share units.
3. The Nevada State College will begin this fall with approximately 200 acres for future development. It will not be long before this college has at least 5,000 students in minimum attendance.

All of this development will be forced to use the Wagon Wheel Interchange which, with its current design, this interchange is insufficient to handle this amount of future growth. I have met with Joe Damiani, a public works engineer for the City of Henderson, and expressed my concerns. He indicated the Henderson staff was meeting with Boulder City and NDOT in order to address my concerns and those of the city of Henderson.

[Handwritten Signature]
Cell 303-4694

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

D173-3.41

Response to Comment D173-3.41

Comment and recommendation for additional analysis noted.

A discussion of cumulative impacts in the vicinity of the project area, including the Wagon Wheel interchange mentioned in the comment, is located in FEIS Chapter 6.

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT

Name MARY HINSON

Address 777 FAIRWAY DRIVE
BOULDER CITY, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? ALTERNATIVE B - THIS
ALTERNATIVE HAS THE LEAST IMPACT WITH THE MOST GAIN.
NOT SURE WHETHER THE INCREASED "WILDLIFE COLLISIONS" OR
"INCREASED WILDLIFE VEHICLE COLLISIONS" WOULD OCCUR - THE
BYPASS ALREADY EXISTS HERE. THERE IS A "SAFE" PUBLIC
USE TRAIL WITH PLANS TO CONTINUE IT INTO THE PARK -
CONSTRUCTION OF NEW BYPASS WOULD INCLUDE "BRIDGES"
FIX BIG HORN SHEEP TO GO UNDER SAFELY - NOISE WOULD
BE LIMITED TO NEIGHBORLY VALLEY THIS SAVING THE
MAJORITY OF BOULDER CITY. THIS CONTRAST ABOUT IN

D174-2.180

2. Which alternative do you prefer least and why? ALTERNATIVE D - MOST IMPACT
TO BOULDER CITY RESIDENTS, RESOURCES AND ENVIRONMENT -
THIS PLAN PROPOSES TO DISTURB PRISTINE DESERT TORTOISE
HABITAT AS WELL AS BIG HORN SHEEP HABITAT - IT WOULD
REQUIRE A ROAD WITH IN THE RECREATION AREA WHICH WOULD
CONFLICT WITH BACK COUNTRY WOLF GROUPS - A LARGE
PORTION OF RESIDENTS WOULD BE IMPACTED BY AN INCREASE
OF NOISE AND POLLUTION - NOT SURE WHY YOU HAVE
LISTED "DEVELOPMENT NOISE LEVELS IN BOULDER CITY"
ONLY THAT YOU WANT THE MAJORITY OF RESIDENTS

D174-2.161

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
 Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D174-2.160

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.

Preference for Alternative B noted. Increased average traffic volume is expected for each build alternative, resulting in an increased potential for wildlife/vehicle collisions without mitigation. As discussed in DEIS Section 4.4, Alternative B is expected to affect approximately 327 acres of habitat.

Response to Comment D174-2.161

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.

Opposition to Alternative D noted.

Reductions in traffic volumes within the Boulder City would be expected to decrease with implementation of Alternative D, which reroutes traffic to the south. This reduction of traffic will reduce noise on existing U.S. 93 through residential areas. Noise analyses have demonstrated that the new highway bypass will not increase noise levels beyond the critical FHWA threshold for any residences in the southern portion of Boulder City. Refer to Section 4.3 of Volume I of the FEIS for further details on the noise analysis.

Boulder City

3. Other comments CONTINUED

D174-1.91

MISLEAD. THE WOULD BE A DECREASE IN EMERGENCY SERVICES DUE TO THE HIGH VOLUME OF TRAFFIC RELATED INCIDENTS - THIS ROAD WOULD BE COMPARABLE TO 95 THE ONLY DIFFERENCE WOULD BE THAT BOULDER PD AND FIRE WOULD HAVE TO RESPOND WITH NO HELP FROM CLARK COUNTY. IT WOULD TOTALLY DESTROY THE VIEW

D174-2.162

HAD LANDSCAPES THAT EXIST IN THE DESERT RIGHT NOW. IT WOULD OPEN THE AREA UP FOR DEVELOPMENT IN THAT ALL PUBLIC SERVICES WOULD BE TO FAR AWAY. IT WOULD RUIN LOCAL BUSINESS OPPORTUNITY AND IT WOULD COST \$125,000,000 TO BUILD.

D174-3.42

THIS ALTERNATIVE IS A SNEAKY WAY TO TRY AND IMPACT THE VIABILITY OF BOULDER CITY FOR A MINORITY OF FOLKS WHO HAVE THE DOLLARS AND POSITIONS TO DO SO. SHAME ON YOU! YOU MIGHT AS WELL TAKE DOWN YOUR KEEP BOULDER GREEN SIGNS AND SHOW YOUR TRULI INTENT!

D174-3.162
(Continued)

CONTINUED #1 - ALREADY BEEN IMPACTED. NOT SURE WHERE THE 327 ACRES OF DISTURBANCE IS GOING TO HAPPEN.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1265 South Stewart Street, Carson City, NV 89712

Response to Comment D174-1.91

Implementation of Alternative D would result in enhanced emergency service responsiveness within Boulder City due to a reduction of traffic congestion and delays. Alternative D would be designed and constructed to the latest highway performance standards. There is no reason to believe that its construction would result in a high volume of traffic-related incidents.

Response to Comment D174-2.162

Refer to DEIS Sections 4.3 and 4.10 for discussions of impacts to noise and visual resources, respectively.

Response to Comment D174-3.42

Comment noted.

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT
 Name Rebecca L. Mahaney
 Address 1114 Olmo Way
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why? I like an alternative that you do not offer -- one where the bridge is well below Hoover Dam and the highway branches off around the 93/93 intersection. That keeps the tourists going through Boulder City on their way to Lake Mead & Hoover Dam but pull the trucks and interstate travelers well away so they aren't congesting and polluting Boulder City. That is a no brainer solution to me but I guess no one else saw th

2. Which alternative do you prefer least and why? D Alternative D is too costly. It disturbs acres of wildlife land, pulls all traffic away from town thus taking business away from current businesses that depend on more than the locals, and impacts residents on the south and east side of town who, when they bought their homes, were not impacted by the noise and pollution of a highway

Thank you for giving us a chance to share our wishes. I do hope you help.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D175-6.33

This route was considered in the Hoover Dam Bypass EIS, but it was eliminated in the early stages because of extremely high impacts to the LMNRA. The Hoover Dam Bypass EIS has been completed, and design is underway. The Boulder City/U.S. 93 Corridor Study project will tie into the western study limits of the Hoover Dam Bypass.

Response to Comment D175-3.43

Preference for Alternative C noted.

Response to Comment D175-2.163

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 the DEIS for discussions of potential impacts to biology (Section 4.4), economics (Section 4.11), and noise (Section 4.3) resources.

Response to Comment D175-1.92

As noted in Section 4.11.1 of the FEIS, a study of the likely impacts of a southern bypass such as Alternative D on Boulder City's local economy was 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.

As described 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 noted 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.

Boulder City

- D175-1.92 *My concerns are for Boulder City. Will putting the highway away from town render our city high and dry? Do we want to continually put up with the pollution, congestion, and accident danger by keeping 93 where it is?*
- D175-6.34 *I fully understand the need to relieve the traffic off of Hoover Dam. We have inched along for 45 minutes to cross the dam. The need is great to make changes; however, how to find the best solution!*
- D175-4.73 *There are miles and miles of desert out there. If you are considering going around Boulder City (D), why stay so close? I expect it is economics. The way the City Council is pushing (D) there must be some money in it.*
- D175-3.44 *Those homes/business along the existing 93 have always had the highway beside them. They knew it was there when they bought. Some counted on it! Improving and aligning what we already have, make the most sense to the environm and the pocketbook.*
- D175-6.35 *If it were my choice entirely, I'd take 93 south of Boulder City to join the existing 93 in AZ somewhere near Willow Beach Area. Straight shot from Railroad Pass to Willow Beach. Leave current 93 a and add my southern bypass keeping trucks off dam. Why doesn't NDOT make 95 south a double lane, divided highway all the way to the Calif. border? You could permanently keep all trucks off of Hoover Dam and the new 95 could accommodate them very well! Improve the bridge at Bullhead/Laughlin, too.*

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D175-6.34

The Hoover Dam Bypass project has completed its EIS, and design is underway. The location of the new bypass bridge will be 1,500 feet south of the dam. Congestion at the dam for through traffic was one of the goals established in the Purpose and Need of that project.

Response to Comment D175-4.73

Comment noted.

Response to Comment D175-3.44

Comment noted.

Response to Comment D175-6.35

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.

A bridge crossing at Willow Beach was eliminated from consideration in the early stages of the Hoover Dam Bypass EIS predominantly due to very high impacts on the LMNRA.

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

4/15

D176



COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

P

PLEASE PRINT

Name Michael L. Mahaney
Address 1114 Olmo Way
Boulder City, NV.

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

Alt. B or C: I prefer either of these two routes for the following reasons:
- It is less expensive than D.
- It impacts less property than D.
- It will take less time to build.
- B or C routes are close to the existing Highway⁹³ which has existed for years and everyone that owns property now or purchased property did so knowing that Hwy 93 was there.

D176-3.45

Response to Comment D176-3.45
Preference for Alternative B or C noted.

2. Which alternative do you prefer least and why?

Alt. D - I least prefer alt. D for the following reasons:
- It costs more than 100 million above B or C.
- It impacts far more property than B or C.
- It impacts more residents than B or C since Hwy 93 has always been near alt. B or C.
- It will take some business away from B or C.
- It will take more time to build.
- It will be more costly to maintain.

D176-3.46

Response to Comment D176-3.46
Rationale for opposition to Alternative D noted.

Submit comments at the meeting or mail comments to Daryl Janice, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Boulder City

5. Other comments:

My last comments about the proposed choices include:

D176-6.36

• Alternatives should have included a route away from Boulder City - including a bridge away from Hoover Dam. Why are there no choices that encompass a bypass?

D176-3.47

• Property owners all along the existing vs 93 know when they purchased their property a highway existed, so to up grade the existing highway along the same route will not significantly impact businesses, people, property or property owners.

D176-3.48

• To build a route around the city will impact property, people, old business and new business; It will also impact cost to build, cost to maintain, and property owners who purchased their home away from the existing Highway 93. originally.

D176-3.49

• To Build by pass alt D. would be a slap in the face to property owners on the east side and a pat on the back to the lake view owners which is totally unfair as well as illegal!

Submit comments at the meeting or mail comments to Deryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D176-6.36

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 is a southern bypass around Boulder City.

The Hoover Dam Bypass project EIS addresses traffic and safety problems at the U.S. 93 crossing of the Colorado River, and the Boulder City/U.S. 93 Corridor Study EIS ties directly into this project. The Hoover Dam Bypass will be a bridge 1,500 feet south of the dam, and it is currently under design.

Response to Comment D176-3.47

Comment noted.

Response to Comment D176-3.48

Comment noted.

Response to Comment D176-3.49

Comment noted. All NDOT/FHWA projects adhere strictly to state and federal regulations for planning, design, and construction of new facilities.

Boulder City

COMMENT FORM
 Boulder City/U.S. 93 Corridor Study
 Draft Environmental Impact Statement Public Hearing
 April 4, 2002

PLEASE PRINT
 Name Leslie Paige
 Address 713 Ave A
Boulder City, NV 89005

Please add my name to your mailing list. Yes No

1. Which alternative do you prefer most and why?

D177-2.164 I prefer Alternative B if I had to choose from A, B, C or D. Leave bypass where it was originally built. Less impact on people, land, habitat and environment.

D177-6.37 The best solution is Alternative E - go south to Laughlin like they are already doing.

2. Which alternative do you prefer least and why?

D177-2.165 Alternative D -
- Destroys pristine desert
- Destroys bighorn sheep/tortoise habitat
- Shifts noise and pollution to south side of BC
- Surrounds BC with highway/freeway
- Too expensive

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

Response to Comment D177-2.164
 Preference for Alternative B noted.

Response to Comment D177-6.37
 There is no Alternative E in the Boulder City/U.S. 93 Corridor Study. 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 Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.

Response to Comment D177-2.165
 Opposition to Alternative D noted.

Boulder City

3. Other comments:

Alt. D.

There already is a Boulder City bypass. People in Henderson Valley chose to build next to "the truck route."

It would be wasteful to build another bypass because of this.

I feel a new bypass to the south is unfair to residents in the heart of Boulder City and careless to the environment. What will stop building along the new freeway in the future?

We treasure the beautiful view and freedom to walk out into the desert in our back yard. Don't destroy that.

D177-3.50

Response to Comment D177-3.50

Opposition to Alternative D noted. Lack of access along the Alternative D route is expected to minimize potential development in this area.

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712

This page intentionally left blank.