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BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 1

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BOULDER CITY/U.S. 93 CORRIDOR STUDY  
DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

Taken at  
900 Arizona Street  
Boulder City, Nevada 89005

Thursday, April 4, 2002  
4:00 p.m.

Reported by: Wanda L. Barnes  
CCR 676, RPR

LAURIE WEBB AND ASSOCIATES (702) 386-9322

E1

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

2

1 CARYN GIFFORD, 692 MARINA DRIVE

2 MS. GIFFORD: Caryn Gifford.

3 I'm a parent of two very precious teenagers.

4 One is a brand-new driver, one will be next year, and

5 I'm scared to death to have them dodging semi trucks

6 going in and out of their favorite fast-food restaurants

7 and video stores.

8 I think we all love or know someone who is a

9 new driver or an elderly driver somewhere in our family

10 or our friends. We have a lot of elderly in this town.

E1-1.1

11 It's just causing too much danger. I'm not willing to

12 sacrifice my precious children's lives or my loved ones.

13 And I'm very much in favor if we must have

14 the bridge for the southern bypass route D. I would

15 rather not have the bridge. That makes no sense, but I

16 understand that's a done deal. So I am very much in

17 favor of the southern bypass route.

18 Thank you.

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**Response to Comment E1-1.1**

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.

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 Section 4.14 of the FEIS) for any build alternative, pedestrian 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.

E2

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

3

1 ROBERT HARTMAN, 617 NORTHRIDGE DRIVE

2 MR. HARTMAN: My name is Robert J. Hartman.

3 I'm a Boulder City resident and regarding the  
4 several proposed alternatives we have, as I see it, four  
5 choices.6 Alternative A leaves US-93 as it is. This is  
7 unacceptable for many reasons, the primary of which is  
8 the growth of Phoenix, Arizona and Las Vegas and  
9 Henderson. The current route is ill-suited to handleE2-1.2 10 the current traffic, let alone be adequate to handle  
11 increased traffic as these communities continue to grow.12 Alternative B, which proposed to widen US-93  
13 to six lanes, making part of US-93 a freeway with  
14 overpasses in the Hemenway Valley, with accesses to  
15 various businesses is also unacceptable because of the  
E2-2.1 16 disruption of the quality of life in the Hemenway  
17 Valley.18 Currently trucks, buses and large  
19 recreational vehicle traffic has been reduced  
20 dramatically in that area due to the closure of Hoover  
21 Dam to large vehicular traffic.22 Alternative C would consist in part of a  
23 four-lane freeway which would deviate from the current  
E2-2.2 24 routing along the River Mountain. This route is  
25 unacceptable due to the fact that it refers to the

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**Response to Comment E2-1.2**

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

**Response to Comment E2-2.1**

Comment noted.

**Response to Comment E2-2.2**

A description of the impacts to Section 4(f) properties can be found in Section 4.9 and Chapter 7 of the FEIS.

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1 proposed Boulder Ridge Golf Course and Bootleg Canyon.

2 Also, that route again would deteriorate the  
3 quality of life in Boulder City with the increase in  
4 traffic.

5 Alternative D is to build a four-lane freeway  
6 or beltway around the southern side of Boulder City.  
7 This would approach the city from Railroad Pass going  
8 south beyond WALC's Mead Substation. This route would  
9 then eventually link up near the Hacienda Hotel Casino.

10 While not perfect, is the most positive  
11 approach, I realize that this alternative would cost an  
12 additional estimate of 125 million dollars. However,  
13 this approach would have the least negative impact on  
14 the city and its residents.

15 Yet another alternative at one time was  
16 discussed. That was to widen US-95 from the  
17 interconnection of US-93 south to connect with I-40 near  
18 Needles, California. I recall that route was dismissed  
19 as causing too much pollution due to the extra distance  
20 that truck traffic would have to travel.

21 Also there was a discussion regarding the  
22 different grades the truck would have to negotiate.  
23 Since the tragic events of September 11 these same  
24 trucks must now negotiate that route, that remains a  
25 two-lane highway.

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**Response to Comment E2-2.3**  
Comment noted.

**Response to Comment E2-6.1**  
Comment noted.

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5

1 In light of that and with public safety in  
2 mind may I call your attention to the tremendous  
3 increase in traffic along US-95. Daily there is a  
4 literal parade of heavy traffic along this route. There  
5 are several businesses along this route that have  
6 serious issues with this traffic.

7 Since this route will not be widened to  
8 accommodate the increased traffic I have some  
9 suggestions that you may wish to consider.

10 First, approximately 10 miles south of US-93  
11 interchange is the township of Nelson. The approach to  
12 Nelson has very well engineered and built turn lanes,  
13 providing easy and safe entrance and exit into that  
14 area. Two and one-half miles south of that is Eldorado  
15 Valley Drive. This is the access road to SEC's Eldorado  
16 Substation, LADWP's, McCullough & Marketplace Substation  
17 and Reliant Energy's Eldorado Generating station.

18 Each of those existing facilities have  
19 between 12 and 20 employees who must daily literally  
20 take their lives into their hands to enter or leave the  
21 property.

22 This does not take into consideration each  
23 facility also receives on a daily basis deliveries,  
24 temporary contract personnel and temporary assigned work  
25 crews.

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6

1 It is my understanding that yet a second  
2 generating plant is planned for this location. During  
3 the construction of the Eldorado Generating Station  
4 construction crew traffic, albeit temporary, numbered  
5 approximately 250 vehicles daily.

6 Also it is my understanding the city has  
7 proposed an energy park to develop and showcase new  
8 technologies. This would, of course, increase the  
9 traffic on Eldorado Valley Drive on a more permanent  
10 level.

11 Therefore, while we are considering what  
12 route the bypass will take and how much funding it  
13 should receive and in light of the fact that there are  
14 no plans to widen the already overburdened US-95, why  
15 not consider a turn-out lane at Eldorado Valley Drive on  
16 US-95 and additional signage by the gravel pit turn-offs  
17 just south of US-93 interchange warning motorists of  
18 oncoming trucks?

19 Anyone who drives US-95 as I do daily can  
20 tell you horror stories of near misses and accidents,  
21 particularly on holiday weekends.

22 Recently I have noticed an increase presence  
23 of Nevada Highway Patrol, Metro Police and Boulder City  
24 Police patrols on US-95. While I applaud their efforts,  
25 they cannot be at every potential trouble spot 24-7 and

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E2-1.3 | 1 they have other obligations to fulfill.  
2 | 2 Therefore, I believe it is incumbent upon us  
3 | 3 to make this route as safe as possible along with the  
4 | 4 building of the most desirable alternative of the four  
5 | 5 choices that we have.  
6 | 6 Again, I strongly support implementation of  
7 | 7 alternative D.  
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**Response to Comment E2-1.3**

It is a goal of the development of all three build alternatives to create a safer transportation corridor (see FEIS Purpose and Need, Chapter 1). Alternative D would accomplish this by diverting through-town traffic to a bypass, which would minimize traffic through Boulder City and increase safety.

E3

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1 JOANNA ETRICH, 569 LAKE MICHIGAN LANE

2 MS. ETRICH: Joanna Etrich.

3 I live in Hemenway Valley and the traffic is  
 4 already very bad on Highway 93 and I just can't see  
 5 trying to make it any better by making it wider which  
 6 would disrupt all of the people and divide our city into  
 7 two places.

8 Boulder City is a pretty place, nice little  
 9 town, and we would like to keep it that way. I would  
 10 really like to see route D, if I had my choice.

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**Response to Comment E3-1.4**

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.

The widening of the roadway for both alternatives increases the capacity of the facility, which would alleviate congestion to an acceptable LOS in the design year of 2027.

**Response to Comment E3-2.4**

Comment noted.



E4

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9

1 BEVERLI POWELL, 1515 DARLENE WAY

2 MS. POWELL: My name is Beverli Powell. I  
 3 speak for my husband Jack for our next-door neighbor  
 4 Barbara and Ron Schuster who were called out of town on  
 5 a family emergency.

6 We all feel so strongly that the route chosen  
 7 should be D because the thought of the 93 through the  
 8 town as being part of the highway A and also the thought  
 9 they would be transmitting nuclear waste coming right  
 E4-2.5 10 through the middle of Boulder City on any of the other  
 11 routes would be disastrous.

12 People who are going to the dam will still go  
 13 through town. They will stop. The truckers don't stop  
 E4-4.1 14 in Boulder City. They don't get any business from the  
 15 truckers. All they do is cause traffic problems and  
 16 it's just -- it would divide the city. It would be  
 17 terrible.

18 That's how we feel. Thank you.  
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**Response to Comment E4-2.5**  
 See response to Comment C2-2.2.

**Response to Comment E4-4.1**  
 Comment noted.

E5

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 10

1 TRACY STRICKLAND, 1630 GEORGIA AVENUE

2 MR. STRICKLAND: My name is Tracy Strickland.

3 I'm a resident of Boulder City. I live at  
 4 1630 Georgia Avenue in the City of Boulder City. I am  
 5 opposed to alternative D. I'm including in my statement  
 6 so I don't wear out the court reporter all my letters as  
 7 four exhibits A, B, C and D. These letters were  
 8 generated by myself or my wife Linda Strickland and sent  
 9 to the Boulder City News and were incorporated as  
 10 letters to the editor.

11 They contain a more detailed basis for my  
 12 objection to alternative D and therefore I would like to  
 13 make them part of my record as my statement. I'm giving  
 14 them to the court reporter now so she can attach each  
 15 separate letter and marked them in the order. I've left  
 16 them in the order I want them marked and I believe  
 17 that's the chronological order in which they were  
 18 written.

19 A brief statement with respect to my option  
 20 are based on the following.

21 First is cost. According to the DEIS report  
 22 alternatives B and C cost 220 million dollars in 2002  
 23 dollars basis. Alternative D would cost 345 million,  
 24 which is a 125 million dollar excess as to the other  
 25 proposes. That comes out to approximately a 57 percent

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**Response to Comment E5-3.1**  
 Comment noted. Refer to response to Comment D30-3.5.

E5-3.1

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1 increase in cost for alternative D.

2 In the DEIS report there's no justification  
3 that would indicate that alternative D provides any  
4 better solution to the goal of providing better overall  
5 transportation and reduced traffic congestion in the  
6 city of Boulder City.

7 Consequently, it seems to be a waste of  
8 public taxpayer funds in the amount of 125 million  
9 dollars, again in 2002 costs. Additionally, the same  
10 lines if alternative D is built, the existing highway  
11 through Boulder City, Highway 93, will remain unchanged.

12 It has been declared by numerous public  
13 agencies that Highway 93 needs to be improved because it  
14 is a dangerous roadway. Consequently, we're going to  
15 have -- the City of Boulder City will inherit a  
16 dangerous roadway that will require future expenditures  
17 to attempt to correct the problems with that highway.  
18 No one has given an estimate as to what those costs  
19 were.

20 If the city inherits Highway 93, they will  
21 become responsible for the maintenance of the roadway,  
22 which will be significant, but greater they will be  
23 responsible for the design defect that they inherit and  
24 the accidents which will inevitably occur on that  
25 highway.

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#### Response to Comment E5-1.5

If an alternative is constructed that does not use the existing U.S. 93 Corridor in some stretch of roadway, it is possible that the old roadway will be turned over to the City of Boulder City. The safety problems on existing U.S. 93, however, are at least in part due to the congestion and high-speed traffic traveling along it. A reduction in traffic would make for a safer facility, though improvements may still be deemed necessary. The degree and cost of the improvements is dependent upon the actual design of the new facility and the standards to which the improvements will be constructed.

E5-1.5

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1 The second major point I would like to make  
 2 that indicates that alternative D should not be selected  
 3 is the environmental impact it will have. The DEIS  
 4 report indicates that approximately 673 acres of land  
 5 will be disturbed by building alternative D. It's a  
 6 minimal impact on the environment of building  
 7 alternatives B or C.

E5-2.6

8 According to a statement made by Tom Greco  
 9 back on September 26th of 2001, he indicated that the  
 10 goal of this project was to have the least environmental  
 11 damage that is reasonable and feasible. It appears that  
 12 alternative D violates his goal. Though he's now  
 13 retired, I would imagine that is still the same goal  
 14 with respect to building this alternative or selecting  
 15 one of the alternatives.

16 Additionally, Dr. Hardy, who is a council  
 17 member, indicated that on September 26th of the year  
 18 2001, after the trucks had been rerouted, that is, they  
 19 were no longer going through existing Highway 93, that  
 20 still individuals in his area and his constituents were  
 21 complaining of the noise of the traffic. So,  
 22 consequently, there will still be noise on Highway 93 if  
 23 alternative D is selected.

E5-1.6

24 Alternative D now will increase noise to an  
 25 area that had no noise, specifically the Lake Mead

E5-2.7

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**Response to Comment E5-2.6**  
 See response to Comment D13-2.11.

**Response to Comment E5-1.6**  
 Traffic projections indicate that only a portion of traffic (through-town or otherwise) will take a southern bypass around Boulder City if it is constructed. Therefore, traffic would still pass through Boulder City, though not in the quantities as is currently seen. Actual data is available in the Preliminary Engineering Report and Origin and Destination Study.

**Response to Comment E5-2.7**  
 See responses to Comments D28-2.31 and D115-2.104.

1 recreational area as pointed out in the DEIS report.

2 The third point I would like to address is  
3 the economy as it would be affected by these various  
4 alternatives.

5 Michael Lasko of CH2M HILL indicated on  
6 October 16, year 2001, that out of the ten major  
7 retailers that they spoke to and interviewed with  
8 respect to different alternatives, eight of those ten  
9 indicated that alternative D would have a negative  
10 financial impact on their businesses and they favored  
11 alternative B. Two out of those same ten indicated that  
12 building alternative D would have severe financial  
13 impact on their businesses.

E5-4.2

14 So, consequently, the economy would be  
15 affected at least by the ten largest retailers in town  
16 and employers.

17 The DEIS report indicates that the Boulder  
18 Dam Credit Union believes that if alternative D is  
19 selected, that there will be a 50 percent reduction in  
20 retail sales, which equates to 18 million dollars in  
21 lost revenue to the city and its businesses.

22 The next point that I would like to address  
23 is a number of individuals have indicated that question  
24 No. 1 initiative but on the ballot in 1999 showed that  
25 the citizens of Boulder City preferred the southern

E6-3.2

**Response to Comment E5-4.2**

Comment noted. Economic impacts are considered in Section 4.11 of the FEIS.

**Response to Comment E5-3.2**

Section 1.3.5 of the FEIS discusses this City Initiative, in which citizens voted by 61.3 percent majority to accept a diverted highway containing three characteristics. These characteristics would not be achieved by routing traffic through Laughlin.

Alternative D responds to the City Initiative of 1999; however, the initiative did not specifically identify Alternative D nor any of the alternatives considered in this FEIS, which was initiated in November 1999, after City voters approved the Initiative.

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

14

1 bypass.

2 I believe that is a misleading statement  
 3 inasmuch as in 1999 there were 40 alternatives being  
 4 considered. It had gotten narrowed down to 16, but it  
 5 appear that most people believed when they were  
 6 discussing the southern bypass they were talking about  
 7 rerouting traffic through Searchlight and/or more  
 8 probably Laughlin.

9 It is my position that if a vote was to be  
 10 put to the voters today with the information contained  
 11 in the DEIS report, that is, more educated voters, that  
 12 outcome would be completely different than what occurred  
 13 in 1999 before any environmental impact report or  
 14 economic statement was provided regarding the selection  
 15 of the alternatives that are under consideration today,  
 16 which is B, C and D.

17 My last point that I would like to make  
 18 that's not contained in my exhibits or attachments is  
 19 that Dr. Hardy on September 26th, the year 2001, showed  
 20 a video that was apparently prepared by either a state  
 21 agency or one of its contractors showing alternative D  
 22 as a computer generated rendition of what it would look  
 23 like.

24 It is my understanding with talking to Tom  
 25 Greco and Michael Lasko that that video which was

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E5-3.3

**Response to Comment E5-3.3**

Computer simulations of various points within each of the project build alternatives have been prepared and are included in the FEIS. They can be viewed on the project website, [www.bouldercitystudy.com](http://www.bouldercitystudy.com).

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1 computer generated should not have been shown in public  
2 since it was a work in progress.

3 Mr. Greco indicated at the time that it was  
4 shown publicly in the city council chambers, though it  
5 was not a city council meeting, that the -- the exchange  
6 of that information was not following the process and  
7 the rules with respect to dissemination of that  
8 information. He indicated it was not to be revealed to  
9 the public because it was, quote, a work in progress,  
10 end quote.

11 In summary, I believe the city should  
12 re-evaluate its position with respect to supporting  
13 alternative D. I think they should consider the future  
14 ramifications that if alternative D is selected, on what  
15 the financial impact would be to the local businesses as  
16 well as the city with respect to lost revenue.

17 Finally, the greatest concern that they  
18 should be considering is the inheritance of a highway  
19 that's been designated as a dangerous roadway, that is,  
20 existing Highway 93, with respect to the liability  
21 issues that they will face and the cost of either  
22 bringing it up to current state of the -- state of road  
23 design and with respect to that liability.

24 Thank you.

25

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E6

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 16

1 VIRGINIA PERKINS, 1414 SAN FELIPE

2 MS. PERKINS: Virginia Perkins. I speak for  
3 my household. The two men couldn't come.

4 I personally know that unless somebody has  
5 posted something on the bulletin board at the Horseman's  
6 Association I would not have even known about this  
7 meeting and I think a lot of people don't know when  
8 these meetings are. So I think that a personal  
9 invitation to every person living in Boulder City should  
10 have been mailed to them.

11 Now, my first point is that I think that  
12 putting any highway in at this time is a security risk  
13 to us. I think it's a security risk to the dam. Cars  
14 only over the dam has not posed a security, but even a  
15 bypass at 1500 feet down the river is not good enough  
16 for me.

17 And what would happen if anything happened to  
18 Hoover Dam? No. 1, there would be a huge flood. All of  
19 southern California, Arizona and Boulder City would lose  
20 all their power, all their farming techniques. It would  
21 be a countless loss of lives.

22 And that's my first preference, is nothing  
23 near the dam whatsoever. I think they ought to widen  
24 the existing truck route they decided upon as of 9/11  
25 and widen the bridge down in Laughlin and send the

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Response to Comment E6-1.7  
Comment noted.

Response to Comment E6-6.2  
Comment noted.



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1 trucks that way.

2 My second point is everyone I talked to  
3 doesn't even want this highway. I will personally go  
4 door to door to every resident in Boulder City with any  
5 form that these people want with a yes or no if you want  
6 this and I would guarantee that most residents would not  
7 want this.

8 Most traffic that goes to the dam -- and the  
9 reason for all the delays are the pedestrians and most  
E6-1.8 10 traffic that goes to the dam stays at the dam. They  
11 don't go across into Arizona. That is just trucks and a  
12 few people from Arizona.

13 If you have lived here long enough and if  
14 you've crossed the dam, you find out that once you get  
E6-6.3 15 over the dam, after the sightseeing spots, the traffic  
16 thins out immensely. So I don't see where a new bypass  
17 is going to alleviate any traffic at the dam.

18 And if we do have to have -- you know, if the  
19 powers that be, which I've been told the powers that be  
20 have already decided, if we do have to have any kind of  
21 highway going through our city, which I don't understand  
22 why we do, I think it should go through Hemenway Valley  
23 because of the existing road there, over the Industrial  
24 Road route behind Railroad Pass or in front of Railroad  
E6-2.8 25 Pass. However, the people in Hemenway Valley bought

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**Response to Comment E6-1.8**

In an Origin and Destination Study conducted in March 2000 at Veterans Memorial Drive, 24 percent of vehicles surveyed had a destination of Arizona, 57 percent had a destination of Boulder City, 14 percent had a destination of Hoover Dam, and 5 percent had a destination of Lake Mead.

**Response to Comment E6-6.3**

Comment noted.

**Response to Comment E6-2.8**

See responses to Comments D6-2.4 and D6-2.5.

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1 their houses for the view of the waters. A highway is  
2 not going to obstruct their view of the water.

3 The people on my side of the city bought  
4 their houses for a view of the mountains. I've only  
5 lived here a year and a half. If I had known this was a  
6 consideration, I would not have bought this house.

7 And so any kind of highway will get into our  
8 mountain view, and there's a lot more people on my side  
9 of the road than there are in Hemenway Valley.

10 Any highway is going to impact wildlife. The  
E6-2.9 11 southern alignment will impact archaeological digs. It  
12 will impact Lake Mead National Recreational area. It  
13 will impact much more than any other spot for this  
14 highway.

15 But I sincerely hope in view of 9/11 that you  
16 will consider reroute this whole highway through  
E6-6.4 17 Searchlight and Laughlin. I for one do not want to see  
18 millions of people die because somebody was able to get  
19 a nuke on the dam. And we thought the World Trade  
20 Center couldn't happen and it did.

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**Response to Comment E6-2.9**

Alternative D would result in the largest area of habitat disturbance (679 acres) versus Alternatives A, B, and C. Impacts to desert wildlife and vegetation, archaeological resources, and Section 4(f) lands are discussed in Sections 4.4, 4.8, and Chapter 7 of the FEIS, respectively.

**Response to Comment E6-6.4**

Comment noted.

E7

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1 LINDA STRICKLAND, 1630 GEORGIA AVENUE

2 MS. STRICKLAND: My name is Linda Strickland.

3 I reside at 1630 Georgia Avenue. And I'm in  
4 support of alternative B.5 There's only one primary issue that I wish to  
6 raise at this point since my husband has already given  
7 his statement, and that issue has to deal with the  
8 appearance of bias on behalf of the NDOT and those that  
9 have prepared the preliminary DEIS report.10 In this regard there was a meeting that  
11 occurred on October 16th, 2001, at which point in time a  
12 man named Michael Lasko appeared and Mr. Lasko had  
13 retained the services of Dun & Bradstreet to go out and  
14 determine the ten largest employers in Boulder City and  
15 to determine whether or not those employers were in  
16 favor of alternative B, C or D.17 At that point in time he returned to the  
18 meeting and he reported that eight out of the ten  
19 largest employers in Boulder City favored alternative B  
20 and two out of those same ten employers believed there  
21 would be severe financial impact if alternative D was  
22 the chosen alternative.23 That information was not included in the DEIS  
24 report despite the fact that it was given at a DEIS  
25 meeting, and in discussing that with the people that are

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**Response to Comment E7-3.4**

This comment does not address a specific section or information in the FEIS; therefore, no response is necessary.

**Response to Comment E7-4.3**

Comment noted. Economic impacts are considered in Section 4.11 of the FEIS.

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1 present here today from DEIS we were told that that  
 2 information was included in an appendix to the DEIS  
 3 report, but that this appendix was not disseminated  
 4 along with the DEIS report.

5 So, in other words, those that have had the  
 6 opportunity to review the report have not necessarily  
 7 had an opportunity to review all of the information  
 8 including that which I've just indicated is included in  
 9 the appendix.

10 In addition, in reviewing the information  
 11 that has been given here today entitled "Environmental  
 12 Considerations To Existing US-93 through Boulder City,"  
 13 it appears as though some of the things, economic impact  
 14 to the city, which are very important to our residents,  
 15 are being down played with respect to the impacts from  
 16 alternative D.

17 In this regard it has been reported and is a  
 18 part of the DEIS report that there is expected to be  
 19 severe impacts to the economy of Boulder City, including  
 20 reduced revenues, closure of 30 to 40 businesses, less  
 21 revenue, taxes, lower sales, and, of course, reduced  
 22 employment.

23 That is not reflected as an impact from the  
 24 southern alignment in this document Environmental  
 25 Considerations to Existing US-93 Through Boulder City.

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E7-4.4

#### Response to Comment E7-4.4

Comment noted. Economic impacts are considered in Section 4.11 of the FEIS.

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 21

1 Instead all that is indicated is that there will be an  
2 impact from decreased Boulder City traffic volumes.

3 So it appears as if some of the very negative  
4 things that will come about as a result of the southern  
5 alignment have not been addressed.

6 One further problem that is not addressed is  
7 with respect to noise levels, in this document that I've  
8 referenced which is illustrated here, it indicates that  
9 there will be decreased noise levels in Boulder City and  
10 that the only increased noise level will be in the Lake  
11 Mead National Recreation Area.

12 The southern side of our town does not have  
13 any major highways in it and it is actually a very quiet  
14 area of town, and that whole side of town will be  
15 disturbed and will have a noise level in it that  
16 currently does not exist.

17 That is not at all reflected in this document  
18 which is being displayed to members of our public and  
19 which is now being touted as being the analysis of the  
20 environmental considerations of the southern alignment.

21 So it appears just from my cursory review of  
22 this document, as well as my review of the DEIS report,  
23 that some of the things that have been brought to the  
24 attention of NDOT and those that are doing this analysis  
25 have been down played, and perhaps it may be

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### Response to Comment E7-2.10

Refer to FEIS Sections 2.5 and 4.3 for a description of Alternative D and associated noise impacts. The FEIS evaluates all alternatives equally.

E7-2.10

1 attributable to the political tout that is being now  
2 weighed upon DEIS people and NDOT by those in our  
3 community who have some financialability to sway other's  
4 opinions.

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E8

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 23

1 DAVID HATCHER, 524 TARA COURT

2 MR. HATCHER: Okay. I support the southern  
3 alignment, this one down here, and the reason that I  
4 support that is because I looked at the effect that  
5 California had in routing its freeways, and if they get  
6 freeways through town, it kills the community.

7 And the other thing is that the grade down  
8 the hill on the existing road is very steep and that  
9 cost truckers a lot of money and that's usually the  
10 money that we get to develop these things is helping  
11 truckers.

12 So I would hope that the southern alignment  
13 would not have the grades that they have for truck  
14 drivers.

15 Plus the noise that truck driving makes when  
16 it goes up and down that hill is rather tremendous. And  
17 so I would hope that they do bypass it and there's  
18 plenty of routes through town that exist right now for  
19 people to want to see.

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**Response to Comment E8-4.5**  
Preference for Alternative D noted.

**Response to Comment E8-1.9**  
The existing grade down Hemenway Wash is approximately 5.5 percent and lasts for 800 m. The need for improvement based on difficult operations by trucks is discussed in Chapter 1 of the FEIS, Purpose and Need.

**Response to Comment E8-2.11**  
Comment noted.

E9

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 24

1 CHUCK CASCIOPPO, 17 VALLEY VIEW LANE

2 MR. CASCIOPPO: I agree with the D route  
 3 because it's the least inexpensive as far as congestion  
 4 in the city and backups with traffic and delays this  
 5 traffic and trying to take the freeway down through town  
 6 as it is.

7 And alternative B -- alternative B would ruin  
 8 the businesses downtown because I did own a business at  
 9 the Ameritom Paint on Nevada Highway. And now with the  
 10 trucks going through Laughlin and detoured through town,  
 11 it's more of a user friendly city now and all the  
 12 businesses can have patrons going in and out of their  
 13 parking facility without getting run down by someone who  
 14 is just in a hurry to get to Vegas or Arizona.

15 And the other alternative that goes up around  
 16 the back of the Veterans Home, which would be C, is --  
 17 would ruin the user friendly part of the lake drive  
 18 going down to the lake. And the congestion that would  
 19 cause to build all the overpasses and underpasses would  
 20 delay the project even more.

21 And so by using alternative D there would be  
 22 a road that could be built, the right elevations on one  
 23 side with the sound wall where you would not even see it  
 24 go around the town. The only thing you're going to  
 25 obstruct is the dump, the horse corrals, the airport and

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**Response to Comment E9-3.5**

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.

Refer to response to Comment D30-3.5. Alternative D would have less existing road impacts during construction (see FEIS Section 4.17); however, a cost has not been attributed to these impacts.

**Response to Comment E9-4.6**

Comment noted.

**Response to Comment E9-2.12**

Comment noted.

**Response to Comment E9-3.6**

Refer to Chapter 4, Section 4.17 for a discussion of construction-related traffic delays.

**Response to Comment E9-2.13**

Refer to Section 2.6 and Chapter 4 for a description of Alternative D and associated impacts.



1 the sewer ponds, because that's all that's out in that  
2 side of town. And if you put it on the other side of  
3 that, I don't see who you could be affecting compared to  
4 who you're going to affect coming up from the lake and  
5 through town.

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E10

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

26

1 SHIRLEY BUCK, 1215 PAIUTE DRIVE and  
 2 DAVID BUCK, 1215 PAIUTE DRIVE  
 3 MS. BUCK: Well, my recommendation is to go  
 4 on the southern route, to use the southern route, rather  
 5 than the ones that go through town because I honestly  
 6 don't believe that it's going to make any difference to  
 7 the shops and stores because people who are not going to  
 8 stop won't stop anyway. The ones that are going to stop  
 9 will stop even if it is the southern route and they'll  
 10 come through town instead.

E10-4.7

11 So I would think the southern route would be  
 12 the best route to do.

13 That's all.

E10-3.7

14 MR. BUCK: I think that they should move  
 15 ahead with this project as fast as they can. Each  
 16 month, each year that it stalls, the costs go up. They  
 17 should select that route, it's the least expensive,  
 18 build the project, get it over with.

E10-1.10

19 As I have he looked at all three alternatives  
 20 that are -- the four alternatives they offer, I would go  
 21 along with that alternative that puts most of the  
 22 traffic outside of the city. I don't remember the  
 23 routes they used for identification, C, D.

24 MS. BUCK: It was route D that goes out to  
 25 the south.

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**Response to Comment E10-4.7**  
 Preference for Alternative A noted.

**Response to Comment E10-3.7**  
 Comment noted.

**Response to Comment E10-1.10**  
 Alternative D was developed with the intent of providing a bypass for through-town traffic to take that would minimize traffic through Boulder City. Alternative C puts traffic away from the commercial corridor of Boulder City but rejoins the existing corridor at the River Mountains Trailhead in Hemenway Wash, which is within a residential area.

E10-3.8

1 MR. BUCK: I first reviewed the environmental  
2 impact figures on this project probably 15, 20 years  
3 ago. I'm sure during those years the cost of the  
4 project has more than doubled. So I say let's pick the  
5 cheapest route and get it done.  
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**Response to Comment E10-3.8**  
Comment noted.

E11

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

28

1 LEO DOYLE, 1411 SAN FELIPE DRIVE

2 MR. DOYLE: I think it would be a crime if  
 3 alternative D is selected because it looks like an  
 4 appeasement to the affluent and rich people who live in  
 5 the Hemenway Valley.

6 I mean I'm aware that they have hired the  
 7 ex-governor of the state of Nevada and have raised  
 8 hundreds of thousands of dollars to take the existing  
 9 road and move it from their back yard to the other side  
 10 of town to other people's back yard. They're going to  
 11 increase the value of their property at the expense of  
 12 the Nevada taxpayers at a time when our state government  
 13 is hard pressed to balance its budget.

14 I hope a decision is made based upon the  
 15 impact to the environment, the future economic viability  
 16 of Boulder City, and good, rational evaluation and  
 17 analysis.

18 If on the other hand money and political  
 19 influence wins out, this will certainly be a case for 60  
 20 Minutes, Mr. Bill O'Reilly and any national forum that  
 21 is interested in pork-belly politics and political  
 22 influence peddling.

23 That's all I have to say.  
 24  
 25

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**Response to Comment E11-2.14**  
 Comment noted.

**Response to Comment E11-4.8**  
 Comment noted. Decisions are made considering social and economic impacts associated with the alternatives.

E12

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

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LORETTA C. HALLDARSON, 499 LAKE HAVASU LANE

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MS. HALLDARSON: It has been such an eye  
opener for me this evening to see all the presentation  
and everything else, and I have finally decided which  
way I'm going to vote.

I'm going for proposal D, which is greater  
for us, the residents of Boulder City, and I live on  
Lake Havasu Lane here on top of the hill, and now that  
the trucks have been diverted, it is so peaceful and we  
would want to remain -- we want it to remain that way.

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Response to Comment E12-2.15  
Comment noted.

E13

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

30

1 KEN ISAACSON, 871 ORIOLE WAY and.  
 2 1010 INDUSTRIAL ROAD, No. 204  
 3 MR. ISAACSON: In view of the fact that the  
 4 world has changed since 9/11/01 and the truck traffic  
 5 since then has been diverted south on Highway 95 to  
 6 Laughlin and Kingman, in our opinion the highway bypass  
 7 situation has remedied itself.

E13-6.5

8 We would ask that you review your options and  
 9 seriously consider make this a permanent solution.  
 10 Common sense tells us that the widening of 95 to four  
 11 lanes from Railroad Pass to the 163 intersection with a  
 12 simple interchange there permanently removes all heavy  
 13 truck traffic from or near Hoover Dam and Boulder City.

14 We're asking that you exercise common sense  
 15 and pursue this option as quickly as possible.

E13-1.11

16 Please document in your records under public  
 17 comment that we are absolutely opposed to heavy truck  
 18 traffic going through or near Boulder City or passing  
 19 near Hoover Dam.

E13-2.16

20 In light of the fact that Yucca Mountain  
 21 nuclear storage is being thrust upon us against our will  
 22 and future shipments of nuclear materials on our  
 23 highways will follow shortly, it's imperative that we  
 24 rethink your options.

25 Since no one can guarantee that there will

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**Response to Comment E13-6.5**  
 Comment noted.

**Response to Comment E13-1.11**

Alternative D was developed with the intent of providing a bypass for through-town traffic to take that would minimize traffic through Boulder City. This alternative would likely divert through-town truck traffic away from the city.

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 E13-2.16**

See response to Comment C2-2.2.

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 31

1 never be an accident involving nuclear material  
2 shipment, we don't want them anywhere near us or  
3 traversing our national recreation areas.

4 In the event that the logic and common sense  
5 do not prevail and you insist on destroying Black Canyon  
6 and Sugar Loaf Mountain, then we would reluctantly  
7 endorse option D, the southern bypass route around  
8 Boulder City.

9 It's obvious that the trucking industry has  
10 tried everything in their power to push for a bridge at  
11 Sugar Loaf Mountain, but they are not the ones that  
12 would have to live with the resulting noise and air  
13 pollution on a day-to-day basis.

14 Since their motivation stems from greed,  
15 we're convinced they really don't care what happens to  
16 Boulder City and Black Canyon. We're appealing to you  
17 to exercise logic and common sense and choose the  
18 widening of Highway 95 south as the final solution.

19 Senator Harry Reid indicated that he is not  
20 opposed to having trucks go through Searchlight where he  
21 has a residence. One year ago this month Senator Reid  
22 was quoted in two different newspapers as saying: My  
23 home is in Searchlight and we don't feel any concern  
24 over vehicles coming through.

25 We propose that you grant Senator Reid his

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Response to Comment E13-6.6  
Comment noted.

E13-6.6

1 wish on a permanent basis.  
2                   Respectfully, Ken and Elberta Isaacson,  
3 Boulder City, Nevada.  
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E14

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

33

1 MARY JANE THERRIEN, 593 MALAGA COURT

2 MS. THERRIEN: What I want on record is plan

3 C. the map, that is displayed here is grossly  
4 inaccurate. It goes back prior to 1997. It shows  
5 absolutely no homes that have been built and people are  
6 living in along US-93 below St. Jude Ranch and Lake  
7 Mountain. They show absolutely no home structures or  
8 subdivisions, and there are probably at least three or  
9 four subdivisions right along there, including the  
10 Spanish Steps condominium projects.

E14-2.17 11 Now, I resent the fact that they are  
12 misleading the public about the level of families, the  
13 level of number of families that are living along that  
14 route. This comes directly through residential  
15 communities with young people, with new families and  
16 retired citizens; and if they're going to put this forth  
17 as a proposed alternative, it should at least be  
18 accurate and not incorrect.

19 Also I'm against it and I'm dead set against  
20 it and we'll fight it with everybody and every way I can  
21 legally and through political channels.

22 That's it.  
23  
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**Response to Comment E14-2.17**  
See response to Comment D115-2.105.

E15

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

34

1 STEVE PRISEM, 513 Avenue K

2 MR. PRISEM: My opinion is that keep it on  
 3 the 95 because it's being developed in the first place  
 4 starting in July. If they use the southern route and  
 5 the bridge, that will cause development at the first off  
 6 ramp that goes to this town. It will ruin the view.  
 7 And, you know, south of here, I don't think we need the  
 8 bridge. That's for a politician to put his name on it.

9 Since the cheapest way is the 95, the  
 10 logistics are better, through Laughlin, small town,  
 11 Searchlight, it might add 30 to 40 miles, and they say  
 12 the switch backs through Laughlin and on the Arizona  
 13 side of the river, but that can be handled by the big  
 14 trucks.

15 Once they finish four laning through Cather's  
 16 Landing on the Arizona side, those big trucks can handle  
 17 it. It's not a major problem, I don't think. I've  
 18 driven big trucks through that area. When they finish  
 19 the Arizona side, it will be okay.

20 Just protect a one-of-a-kind town like this.  
 21 If they put a bridge through and heavy traffic around  
 22 it, it will ruin this town. That's all I can say.

23

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**Response to Comment E15-6.7**  
 Comment noted.

**Response to Comment E15-4.9**  
 Comment noted.

**Response to Comment E15-6.8**  
 Comment noted.

**Response to Comment E15-2.18**  
 Comment noted.

E16

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

35

1 ROB AND GRETCHEN STEENSON, 1307 ALPINE DRIVE

2 MR. STEENSON: We've lived in Boulder City

3 for about 16 years total. We have three businesses in

4 town and feel the only alternative is route D. Even

5 though it may have some impact on us on the business

6 side, the quality of life in Boulder City is our number

7 one concern, and that's why we live here, and returning

8 the highway so close to so many residences and so close

9 to the center of town would be really disruptive to the

10 environment that the people live in town.

11 I honestly feel that in the long run our

12 businesses will be better off by not having a traffic

13 jam in town, by having a better environment for people

14 to visit in as well as live in, and just strongly

15 against B or C.

16 I guess that's it.

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E16-4.10

**Response to Comment E16-4.10**  
Preference for Alternative D noted.

E17

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 36

1 KEN BYLER, 1617 EL CAMINO  
2 MR. BYLER: I think this whole process,  
3 particularly this hearing tonight, is a mockerian  
4 exercise to make us think that we're going to have a  
5 voice in what NDOT and the federal government does.  
6 What they're offering us here is four options  
7 on how to commit suicide as a community and we're here  
8 to voice our opinion on which we think would be the  
9 least painful way.  
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E17-5.1

**Response to Comment E17-5.1**  
Comment noted.

E18

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

37

1 BARBARA MORRIS, 935 Vista Lago Way

2 MS. MORRIS: My comment is primarily they say

3 if we have the route D that would bypass all the  
 4 business and the commercial stores in town would suffer.  
 5 I could appreciate and understand their viewpoint.

6 However, I notice there has been a lot of  
 7 traffic the last couple weeks going to the dam. These  
 8 cars, I had a day off and I kind of watched some of  
 9 these cars and followed them. If one in 20 stopped  
 10 downtown, that was pretty good. Most of them just drove  
 11 straight through towards the dam on 93.

12 What I'm saying is we should advertise more  
 13 where we have a signs that say: Welcome to our Town  
 14 Boulder City.

15 I don't mean anything garish like a  
 16 billboard, but maybe see the famous hotel where Howard  
 17 Hughes stayed, see where Shirley Temple stayed. If you  
 18 put out some of these celebrity names, and also Clark  
 19 Gable I believe was one of them, this will get your  
 20 tourists.

21 You know, they remember these stars and they  
 22 say I want to go to the place where they went.

23 So that's what we need. If you want people  
 24 to go to Old Town, see the history of it, you have to  
 25 advertise that to the tourist on the highway in a nice

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E18-4.11

**Response to Comment E18-4.11**  
 Comment noted.

1 way.

2 That's the end of my comment.  
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E19

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

39

STEVE TUGGLE, 441 INTREPID COURT

1 MR. TUGGLE: I am a 27-year veteran of the  
2 LVPD. For the last 17 years I have spent in the traffic  
3 section. In the last 17 years I've dealt with traffic  
4 with all the problems that growth generates from  
5 traffic.  
6

7 My experience tells me having worked in the  
8 areas of enforcement, education and engineering and  
9 making recommendations to local traffic engineers within  
10 my department's jurisdiction that Boulder City's roads  
11 are now too busy and will only become more busy unless  
12 the southern bypass alignment is used.

13 To try to upgrade Highway 93 to be more of a  
14 freeway, quote unquote, with an overpasses for side  
15 roads, et cetera, isn't going to solve the problem in  
16 the long term and will actually create problems in the  
17 short term because of local residents and their needs to  
18 travel to and from on side streets.

19 By removing that traffic that over crowds  
20 Boulder City's roads now, specifically Highway 93, and  
21 the Nevada Highway where most businesses are located,  
22 the traffic flows will reduce to allow for a more local  
23 flow as opposed to a local flow of residents as well as  
24 out-of-town vehicles that now have to use the same local  
25 roads to travel through Boulder City.

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**Response to Comment E19-1.12**

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.

Alternative D was developed with the intent of providing a bypass for through-town traffic to take that would minimize traffic through Boulder City. The decrease in traffic, coupled with other necessary mitigation, would provide increased safety in problem areas. Additionally, the alternative would allow for a more "local" circulation of traffic within Boulder City than currently exists.

The design development of Alternatives B and C also promotes local circulation, with improvements to existing side roads and the construction of a frontage road. Alternative C does provide a smaller "bypass" of just the commercial corridor between Veterans Memorial Drive and Buchanan Boulevard, which would improve local circulation as well. However, the overall circulation requirements of Alternatives B and C would be more complex than the traffic reduction inherent in Alternative D.

This information can be found in the analysis of design drawings within the Preliminary Engineering Report.

E19-1.12

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 40

1 By using the southern alignment my experience  
2 tells me that removing that traffic that now must go  
3 through Boulder City, even if they don't want to stop  
4 and having a hamburger or fill their car with gas, shop  
5 at a local business, divert to the southern bypass, then  
6 immediately improves the local traffic flow to keep it  
7 as local traffic.

8 Those out-of-town vehicles coming out of  
9 Arizona or coming from the Las Vegas Valley traveling  
10 towards Boulder City that want to conduct business  
11 within the community will make an effort to leave the  
12 highway system, freeway, if you will, and they will buy  
13 hamburgers, fill their car with gas, visit a store, eat,  
14 et cetera.

15 Those vehicles, especially commercial, that  
16 obviously have no desire to stop, look, stroll, conduct  
17 business would just as soon bypass a community because  
18 it's faster for them to make their commute than to have  
19 to be encumbered by the extreme volume of traffic that  
20 currently exists and will only grow for the next 10, 20,  
21 30 years.

22 In closing, it is simple. My experience  
23 tells me local people should use local streets. Given  
24 the opportunity that NDOT now has to fix a problem  
25 that's only growing, NDOT can remove the out-of-town

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1 traffic and bypass Boulder City, therefore, enabling the  
2 local streets to be elevated to a safer flow,  
3 accommodating local residents and those out-of-town  
4 residents that desire to conduct business here.

5 And, of course, in addition you're going to  
6 have improved noise factors, pollution factors, and  
7 vehicular accidents will be less if you divert the  
8 majority of the congestion away from the city as opposed  
9 to putting it on local roads.

10 Thank you for your time.

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E19-2.19

**Response to Comment E19-2.19**  
See response to Comment C2-2.2.

E20

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

42

EMIL MORNEAULT, 1618 GEORGIA AVENUE

MR. MORNEAULT: Okay. My vote is for B, B as

in boy, and the reasons are for business aspects, least  
 impact on business aspects, least cost and least  
 environmental impact.

I'm against D totally. Maybe if D would be  
 way below the substation, like further down below the  
 substation, not the proposal right now, but below the  
 substation, it's a maybe.

Because -- I'm against D because of the cost,  
 environmental impact, and noise, and as I live on  
 Georgia Avenue.

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### Response to Comment E20-1.13

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

The Economic Impacts section of the FEIS (4.11) discusses potential impacts of each of the alternatives on the commercial corridor of Boulder City. It cannot be certain that Alternative B would have the least impact on businesses, as the widening of the roadway would encroach into existing entries, and limited access could lower desires to enter the businesses with increased traffic.

Of the build alternatives, Alternative B would likely be the least expensive to construct. Environmental impacts are evaluated in Chapter 4 of the FEIS and are a major factor in identifying the preferred alternative.

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).

A noise impact analysis (FEIS Section 4.3) indicated that there would be no added benefit to the level of noise reduction for receptors along Georgia Avenue if Alternative D were moved further south.

E21

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 43

SHARON LAZAR, 705 KENDALL LANE

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2 MS. LAZAR: I would like to put on the record  
3 that I am in favor of the southern route D in preference  
4 to the other routes available. However, the maps here  
5 were not drawn to scale, nor was the legend given a  
6 scale, so that it's very difficult to be able to  
7 visualize exactly how each of the routes is going to be  
8 constructed in this location to the environment around  
9 them.

10 I asked the gentlemen about the southern  
11 route, which is D, and he said that it was point eight  
12 tenths of a mile from the intersection of Buchanan and  
13 Georgia.

14 Now, point eight tenths of a mile is a very,  
15 very short distance and puts it very close to the sewage  
16 plant. The sewage plant area has an approximate  
17 three-mile asphalt road meant for the trucks that  
18 service the plant, the state trucks that go in there and  
19 do whatever they do.

20 And that particular asphalt road is used by  
21 bikers. It's used by joggers. It's used by people like  
22 myself who walk my two dogs every day there for two  
23 miles. It's used by the BMX people. They have now  
24 their own area right off the asphalt for BMX bikes and a  
25 lot of people walk there because it's desert.

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**Response to Comment E21-2.20**

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, Sections 2.4 and 2.5, for a description of the initial alternatives analyzed and eliminated from further consideration based on the results of a screening evaluation.

E21-2.20

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

44

1 The scenery is beautiful. You have the  
 2 mountains. You have the guys coming down with their  
 3 parachuting. So it's a lovely area to be. Once in a  
 4 while it smells a bit, but you put up with that.

5 And I just wanted to make the powers that be  
 6 aware of the fact that there is a recreational area,  
 7 that there are folks on their bicycles down there as  
 8 well, and that perhaps they may consider, if they choose  
 9 the southern route, extending it a bit farther out in  
 10 the desert because there is plenty of room there and  
 11 that will give us more safety.

12 I'm not concerned so much with getting into  
 13 the area. I am concerned with getting out when it's  
 14 only point eight tenths of a mile to the nearest  
 15 intersection. And on behalf of city workers and state  
 16 workers and trucks that will will have come to in and  
 17 out in that egress and ingress pattern, it may become a  
 18 very dangerous situation for kids, for the adults and  
 19 for workers and their trucks.

20 The fact that the southern route is so close  
 21 to the airport, we have had incidents of fatal crashes,  
 22 and it would be a shame if a truck was involved in a  
 23 crash with an airplane because he didn't have enough --  
 24 because the route was too close to the approach to the  
 25 airport, bearing in mind that this airport has no air

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**Response to Comment E21-1.14**

Alternative D was placed in a position that is not within the approach of aircraft landing at the Boulder City Airport. It is the opinion of the engineering team that the potential for a collision between an aircraft and a vehicle on the new facility, should Alternative D be constructed, is minimal and not great enough to relocate the alignment further south.

1 controller system, that each pilot looks after himself  
2 and for those who may be in the area.

3           So that may, too, prove to be a safety  
4 hazard, and a bit more consideration to the distance  
5 between the airport and the intentional -- the airport  
6 and the intended road maybe should be taken into  
7 consideration.

8           If I didn't have the sunburn, I would be a  
9 whole lot more vocal.

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E22

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

46

1 SANDRA REUTHER, 536 BIRCH STREET

2 MS. REUTHER: Right now I'm for the no build  
 3 option. I was for the north corridor. I'm very  
 4 disappointed it was eliminated because of the cost.  
 5 It's worth the money to not have this route come through  
 E22-3.9 6 our valley. The northern route stayed on the other side  
 7 of the mountains in Henderson and was fairly direct. We  
 8 have the technology to do the tunnels and it would be  
 9 worth it to build it that way.

10 The no build is the best because I was  
 11 disappointed tonight to see that the southern route does  
 E22-1.15 12 not go as far south as I was led to believe. It does  
 13 not go south of the substation, the electrical  
 14 substation, and I find that surprising and  
 15 disappointing.

16 Thank you.  
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**Response to Comment E22-3.9**

Section 2.5 of the FEIS discusses the process by which the three build alternatives studied in greater detail were determined. The Northern Alternative was eliminated from consideration due to very poor safety and design ratings and high environmental impacts. Additionally, the very high construction costs of a 2.1-mile tunnel rendered construction of the alternative impracticable.

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 E22-1.15**

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).

E23

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 47

BETH MURRAY, 1400 BRONCO ROAD

MS. MURRAY: If D is chosen, I feel it's important that we not allow on and off ramps in numerous areas around the city. I believe the interchanges should be as proposed on the EIS as we're coming into Boulder City and then around Boulder City by the Hacienda.

I don't believe the residents want to see that traffic every day. Let the tourists decide as they're entering town, do they want to come into Boulder City, come and visit our businesses, or do they want to go straight ahead to Arizona and Hoover Dam, but don't let them have that choice again.

I think that's it.

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**Response to Comment E23-3.10**

Alternative D was developed with the intent of providing a bypass for through-town traffic (including tourist traffic) to take that would minimize traffic through Boulder City. The decrease in traffic, coupled with other necessary mitigation, would provide increased safety in problem areas.

The conceptual plan for Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit, plus only an emergency vehicle access ramp at Buchanan Boulevard.

E23-3.10

E24

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 48

1 GEORGE COX, 375 Avenue I

2 MR. COX: I just want to say I've been a  
3 resident of Boulder City for 32 years and I feel  
4 strongly to preserve the quality of life that we all  
5 enjoy as citizens of this community there's only one  
6 realistic alternative and that is D.

7 The current traffic coming into Boulder City  
8 from Las Vegas frequently backs up from Wyoming almost  
9 to Buchanan. Add another five years of growth in  
10 southern Nevada, plus the traffic problems associated  
11 with major highway constructions on B and C alternative  
12 and the town would almost be gridlocked with traffic in  
13 that area.

14 Second, as a land owner in Hemenway Valley  
15 with approximately 1500 feet of property bordering the  
16 proposed B, C alternative, that would take approximately  
17 five to eight acres of my prime view land. Add to that  
18 a 30-foot rise in the elevation of the new route  
19 resulting in a total loss of view and an increase in  
20 noise level.

21 Where I once had a valuable asset, it would  
22 be greatly diminished in value. And please do not cut  
23 out the heart of the a very unique community. Select  
24 alternative D.

25  
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**Response to Comment E24-2.21**  
Comment noted.

**Response to Comment E24-1.16**  
Construction Impacts of each of the build alternatives will be considered in the determination of the preferred alternative. See FEIS Section 4.17.

**Response to Comment E24-2.22**  
See responses to Comments C19-2.13 and C43-2.26.



E25

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

49

1 GARY COMPTON, 1626 GEORGIA AVENUE

2 MR. COMPTON: My name is Gary Compton. I

3 live at 1626 Georgia Avenue. And I just have a few  
4 comments concerning the different alternatives.5 I definitely think that some alternative  
6 needs to be selected. I don't think alternative A is  
7 viable, alternative A being no build.8 As between the other three alternatives,  
9 alternative B seems to follow the existing roadway  
10 relatively closely, based on the impact statement would  
11 have the least impact, negative impact on the community  
12 as far as the business community goes. It would not  
13 divert pollution or noise or -- to other parts of the  
14 community. It would stay as the community developed.15 Alternative C apparently goes through a golf  
16 course that seems to have come out of the thin air, but  
17 if you assume that golf course would be built, which is  
18 probably a relatively large assumption, then it would  
19 impact recreation lands and is probably not an  
20 appropriate selection.21 Alternative D is -- certainly removes the  
22 traffic from Boulder City, but only about 25 percent of  
23 the traffic, and that's just the through traffic. The  
24 main traffic problem, which is Boulder City traffic,  
25 which is approximately 50 percent of the traffic

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**Response to Comment E25-2.23**

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.

As discussed in Section 2.5 of the FEIS, Alternative B would be constructed within existing U.S. 93 right-of-way. Impacts associated with this alternative are discussed in Chapter 4.

**Response to Comment E25-2.24**

A description of the impacts to Section 4(f) properties can be found in Section 4.9 and Chapter 7 of the DEIS.

**Response to Comment E25-1.17**

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.

Even with theoretically only 43 percent of the vehicles being diverted, the traffic analysis performed as part of this project does support acceptable congestion levels at critical links within the study limits for Alternative D in the design year of 2027. This is detailed in the Preliminary Engineering Report and Traffic Analysis Report.

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 50

1 pattern, would not be used or be affected by alternative  
2 D.

3 So alternative D doesn't really address the  
4 significant traffic problem.

5 Alternative D also impacts and substantially  
6 affects the quietness, rural nature of the residence  
7 along Georgia on the southern edge of the city. I  
8 happen to live there and that is very much of a negative  
9 impact for myself. It impacts my peaceful use and  
10 enjoyment of my property.

11 I understand that it may be within federal  
12 decibel levels, so is my Dodge diesel truck, and my  
13 neighbors don't care for that.

14 The alternatives between -- three  
15 alternatives, I don't see anything that any alternative  
16 particularly has materially over another alternative.  
17 I'm referring to B, C or D. And so in light of the fact  
18 that alternative D costs an additional 125 million  
19 dollars or approximately 60 percent more than all the  
20 other alternatives, that would not seem to be a feasible  
21 or viable project.

22 So I'm left to conclude that alternative B is  
23 the only reasonable alternative.

24 The city council and government in Boulder  
25 City will go down to their dying breath insisting on

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**Response to Comment E25-2.25**

A noise impact analysis was performed for all of the alternatives (Section 4.3 of FEIS). It was determined that Alternative D would result in no adverse noise effects. See response to Comment D80-2.70. Comment noted.

**Response to Comment E25-3.11**

Comment noted.

1 alternative D. My belief is when they're faced with no  
2 build or whatever other alternative that is chosen, that  
3 eventually they'll come around to some reasonableness.

4 Thank you.

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E26

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 52

1 JAMES BLACKWELL, 132 FOREST LANE

2 MR. BLACKWELL: Well, I think the south route  
3 is the poorest of a lot of poor choices. It seems to me  
4 like it was shortsighted and really silly not to plan  
5 the whole project as one project from the Henderson city  
6 limits to well across the Colorado River.

7 The bridge is being placed too close to the  
8 existing Boulder Dam. Farther south would provide a  
9 greater margin of safety from terrorist attack.

10 I think that routing the bypass near the  
11 Hacienda was probably unduly influenced.

12 We also should have an on and off ramp in the  
13 near vicinity of the existing landfill, garbage  
14 landfill, with a frontage road between there and Georgia  
15 Buchanan Road. Certainly this will become a necessity  
16 at some future time and should be planned for at this  
17 time.

18 That's it.  
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**Response to Comment E26-3.12**

The Hoover Dam Bypass project was initiated as a means of modifying the route of U.S. 93 over Hoover Dam to alleviate congestion and increase safety. The location of the bypass bridge is not a part of the Boulder City/U.S. 93 Corridor Study, and no response is required.

The eastern study limit is located in the vicinity of the Hacienda Hotel and Casino and coincides with the western study limit of the Hoover Dam Bypass. The conceptual plan for each build alternative would accommodate a connection to the Hoover Dam Bypass.

The conceptual plan for Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit with an emergency-services-only access at Buchanan Boulevard. NDOT determined that traffic circulation does not warrant an additional ramp at Buchanan Boulevard or other locations within Boulder City.

E27

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 53

1 CHARLENE BLACKWELL, 132 FOREST LANE

2 MS. BLACKWELL: My comments are plan A is  
3 inappropriate, too heavy traffic volume and increasing.

4 Plan B, congestion through business area,  
5 heavy traffic noise through upscale residential area.

6 And remember these people in the upscale, they have  
7 expensive lots and they do pay higher taxes.

8 Plan C, oh, plan C was my misinterpretation.

9 I thought that plan C went up against the mountain and  
10 destroy our pristine view of the mountain.

11 Plan D, I believe this is the way to go. Its  
12 accomplishment of the prime agenda, an efficient route  
13 for current heavy traffic and known future traffic  
14 increase on a main highway, and to include off and on  
15 ramps into business and residential areas.

16 That's it.

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**Response to Comment E27-2.26**

See responses to Comments D35-2.34, D83-2.72, D99-2.85, and D101-2.87.

**Response to Comment E27-1.18**

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 take, which would minimize traffic through Boulder City. Access would be maintained to recreational areas, as well as Boulder City.

E28

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

54

1 BOB BROADBENT, 1584 FRENICK COURT

2 MR. BROADBENT: First of all, I would like to  
3 say I'm not opposed to the D alternative providing the  
4 interchanges at both ends don't put the casinos that are  
5 there out of business and providing they can build it in  
6 a reasonable length of time.

7 It's my understanding that the interchanges  
8 as proposed for the D alternative are such that the  
9 traffic would be pushed around the Hacienda and Railroad  
10 Pass and would probably lead to those people going out  
11 of business. And I don't think that's the right thing  
12 to do.

13 The second thing is that all of the studies  
14 that I've seen of money that's available to build this  
15 bypass, the three hundred and some odd million dollars,  
16 show that there is no money programmed in either RTC,  
17 Clark County or the NDOT projections for projects that  
18 will be built in the next 15, 20 years. They're not in  
19 it anywhere. And if that's the case, any release of an  
20 EIS right now would mean that you would have to do some  
21 kind of conforming EIS 10 or 15 years from now before  
22 you could ever build it.

23 It would be my judgment that if they can't  
24 build this for 20 or 30 years and the fact that we're  
25 going to have the bridge across the Colorado River built

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**Response to Comment E28-3.13**

The proposed interchanges at Railroad Pass and at the eastern end both allow for access onto existing U.S. 93, by which both casinos would be accessed.

**Response to Comment E28-3.14**

The entire project is contained in the recently adopted RTC Transportation Improvement Program (TIP). The design and right-of-way elements are contained in the TIP, with the construction phases scheduled in the years 2005 through 2020.

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

55

1 by 2006, 2007, that with the traffic that's going to be  
2 in Boulder City, the best thing they could do to spend  
3 75 or a hundred million dollars would be to build three  
4 or four interchanges, a couple of them in the wash or  
5 the area in the area of the wash and two -- two at both  
6 ends of the city, and that would provide access to  
7 anybody who wants to get from one side of the city to  
8 the other.

9           And they may be depress the existing road a  
10 little bit, but, you know, the traffic is going to be so  
11 bad in 30 years that if we can't build this thing in 30  
12 years, they better do something intermediately, and I  
13 don't see an intermediate answer to this that they ought  
14 to be looking at if there is no money in any budget to  
15 do this for that length of time.

16           That's about all I got to say.

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E29

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 56

1 PAM ADAMS, 619 AVENUE D

2 MS. ADAMS: I'm not going to be able to give  
3 a full comment tonight because I just received my paper  
4 copy of the EIS on Thursday, but I will be able to  
5 comment on the process, on this draft and public comment  
6 period.

7 NDOT may have met the letter of NEPA by  
8 posting the EIS draft -- DEIS on the web site and  
9 mailing it to two locations in Boulder City, but it has  
10 certainly not met the intent of NEPA, which is to  
11 provide materials to both agencies and to the public to  
12 comment on the proposed development.

13 This project, whichever corridor is chosen,  
14 will impact Boulder City more than any development in  
15 decades; and if 80 percent of the citizens, adults in  
16 this town don't realize what's happening -- from my talk  
17 on the street many people are confused on the  
18 alternatives and what the actions are -- then NDOT is  
19 not doing its job.

20 I request two additional months for the  
21 public comment period and two more hearings in Boulder  
22 City, as well as a fact sheet with an executive summary  
23 sent to every resident in Boulder City with an offer by  
24 NDOT to provide a hard copy at no cost.

25 I have never heard of a charging for a draft

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**Response to Comment E29-2.27**

Project-related materials and the DEIS were (and continue to be) available for public review at the Boulder City library. 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. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506). Close of the public comment period was May 10, 2002, which provided the public 56 days to provide comments; NEPA regulations provide for a minimum 45-day public comment period.



BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02 57

1 environmental impact statement. That's ridiculous.

2 And I -- posting things on the web is a new  
3 -- relatively new operation that people are doing to  
4 meet NEPA, and I'm not even sure if it will hold up in  
5 court as meeting the CE 2 regulations.

6 I guess if I was to make one comment on the  
7 corridor tonight I think Boulder City should choose to  
E29-4.12 8 keep this new development in already developed areas, so  
9 I prefer alignment C and not D.

10 I think in my initial scanning of the EIS  
E29-2.28 11 long-term land use planning has not been considered, nor  
12 the reasonably foreseeable impacts that will occur if  
13 the open land is developed in corridor D.

14 Thanks.

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LAURIE WEBB AND ASSOCIATES (702) 386-9322

**Response to Comment E29-4.12**  
Preferences for Alternatives C and D noted.

**Response to Comment E29-2.28**  
Impacts to future land uses are discussed in Section 4.9 of the FEIS.  
See response to Comment D156-2.153.

E30

BOULDER CITY/U.S. 93 CORRIDOR STUDY 04/04/02

58

1 DAVE STRUE and ANN STRUE, 1255 TAMARSK LANE

2 MR. STRUE: I just want to let the state of

3 Nevada know that option D is the only option for this

4 town so we don't destroy it.

5 MS. STRUE: I also feel route D is the only

6 alternative for Boulder City without destroying our cute

7 quaint town.

8 (Meeting adjourned at 8:00 p.m.)

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(702) 386-9322

Response to Comment E30-2.29  
Comment noted.

REPORTER'S CERTIFICATE

STATE OF NEVADA )  
 ) SS  
COUNTY OF CLARK )

I, Wanda L. Barnes, Certified Shorthand

Reporter, do hereby certify that I took down in  
Stenotype all of the proceedings had in the  
before-entitled matter at the time and place indicated  
and that thereafter said shorthand notes were  
transcribed into typewriting at and under my direction  
and supervision and that the foregoing transcript  
constitutes a full, true and accurate record of the  
proceedings had.

IN WITNESS WHEREOF, I have hereunto set my  
hand and affixed my official seal in my office in the  
County of Clark, State of Nevada, this 16<sup>th</sup> day of  
April, 2002.

*Wanda L. Barnes*  
Wanda L. Barnes, CCR No. 676, RPR

E31

## LETTER TO THE EDITOR:

It is the duty of our elected officials and our local and state government to take all necessary steps to ensure our safety and well-being. When our elected officials and local and state government become aware of a dangerous condition affecting the safety of our community, legally such awareness constitutes "notice" and can subject our local and state governmental entities as well as our elected officials to litigation if and when an accident is caused by this known dangerous condition.

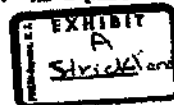
With this in mind, one of the paramount but less publicized issues present in the debate over Alternatives B, C, and D (i.e. the southern bypass issue) is the current unsafe condition of Highway 93. In this regard, information presented at the Community Working Group ("CWG") meetings reveals that engineers with NDOT have been directed to solve traffic issues related to our current Highway 93. Specifically, a history of crashes along US 93 through Boulder City documents that this stretch of highway is extremely dangerous. Crash statistics show that at Lakeshore Drive the crash rate is 2 times higher than the state average. To no one's surprise, crash statistics also show that the crash rate at Railroad Pass is 5 times greater than the state average.

The data reveals that 16% of those vehicles passing through the Railroad Pass area take the turn off at Highway 95 and head for Laughlin, thereby encountering only the dangerous Railroad Pass area. 20% of those who live to pass through both the Railroad Pass and Lakeshore Drive areas keep going with the ultimate destination of Arizona. More importantly, however, is that 48% of those people traveling on these two treacherous stretches of Highway 93 have the ultimate destination of Boulder City; in other words, the majority of those that are subjected to these treacherous stretches of highway live and/or work in our community. Also, let us not forget that there is also a remaining 16% of traffic that passes through our town in order to visit Lake Mead and/or Hoover Dam; we are also subjecting them to these dangerous stretches of highway.

Building the southern bypass will not alleviate those dangerous highway conditions which NDOT is supposed to address. Alternative B, however, which is a widening and modification of existing Highway 93, will alleviate these safety concerns.

According to NDOT, Alternative B, which is the improvement of existing Highway 93, proposes a new highway interchange at Railroad Pass, a 20' widening of Highway 93 (it is currently 80' wide and it will be widened to 100'), 2 travel lanes in each direction along with a frontage road, and a raised median separating opposing lanes of traffic. Clearly, these proposed modifications will remedy the current unsafe and hazardous conditions present in our Boulder City stretch of Highway 93.

If the southern bypass is the selected Alternative, the treacherous stretches of Highway 93 will continue to threaten the safety and well-being of our family and friends. Under such a scenario, our local and state government, as well as our elected officials, should prepare for an onslaught of civil lawsuits brought by those that have been injured or who have lost loved ones due to the dangerous conditions existing on Highway 93. As a part



## Response to Comment E31-1.19

Comment noted. The statistics stated in this comment are all correct, as presented in Section 1.3.3 (Safety) of the Purpose and Need of the FEIS and in the Origin and Destination Study (March 2000).

## Response to Comment E31-1.20

It is a goal of the development of all build alternatives to create a safer transportation corridor (see FEIS, Chapter 1). Alternative D would accomplish this by diverting through-town traffic to a bypass, which would minimize traffic through Boulder City and increase safety. Additionally, a new interchange would be constructed at Railroad Pass.

The statistics provided in the comment with respect to the design intentions of Alternative B are correct. The intent of the design is to alleviate congestion while separating, as best as possible, the local and through traffic while maintaining access to businesses and residential areas.

## Response to Comment E31-1.21

See responses to Comments E31-1.19 and E31-1.20. Additionally, as the preferred alternative, the development of Alternative D will require an overall plan and design that will satisfy the goals put forth in the Purpose and Need (FEIS Chapter 1).

E31-1.18

E31-1.20

E31-1.21

AFR-17-2002 06:46 FROM:

TO:7023669825

P.007/008

of those lawsuits those elected officials who support the southern bypass alternative will undoubtedly have to articulate sound and rational reasoning as to why, in the face of overwhelming crash statistics, they did not take action to remedy the dangers existing on Highway 93 and otherwise ensure the safety and well-being of those living in, visiting, or travelling through our community. As lawyers living in our community, we would love to be involved in the interrogation.

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FEB-17-2002 06:45 FROM:

TO: 702366925

P. 006-008

E32

## LETTER TO THE EDITOR:

On September 26th I attended a meeting of the Boulder City Bypass Coalition, held at City Hall. This "Coalition" is a well financed, organized politically influential machine. This meeting was the latest, in a series of attempts, to influence those who are studying the viable options available for the routing of traffic across the Nevada-Arizona border.

In this endeavor, a City Councilmember represented to those in attendance that 61% of Boulder City support the southern bypass (identified as Alternative D). In support of this far flung assertion, Councilmember, as many others, relied on a 1999 initiative referencing a southern bypass route.

Exposing this often repeated proposition to the bright Nevada sun illustrates how this contention is baseless and misleading.

E32-5.2 In 1999 Question 1, in confusing, unintelligible and vague language (a hallmark of Boulder City initiatives), asked Boulder City residents "yes" or "no" to direct the city council to give their consent to the State for a southern bypass. (Sounds confusing?) At the time the voters were asked to vote on this Question there were approximately 16 southern routes under consideration. It appears from numerous letters to the editor that a number of people that voted at that time believed that a southern bypass included the possibility of traffic being diverted to Laughlin or through Searchlight. Most believed that the route would be considerable distance to the south of Georgia Ave.

Additionally, Question 1 never specifically mentioned any of the Alternatives available involving existing highway 93. More importantly, Question 1 neither mentioned that the proposed southern bypass would include an exit on Buchanan Street nor any other specifics regarding the issues relating to air quality or destruction of our desert.

E32-2.30 Currently the only southern route that is being considered is identified as Alternative "D". Alternative "D" provides, among other specifics not addressed in Question 1, a highway exit on Buchanan Street for the use of semi-trucks and commercial trucks to enter Boulder City. Obviously, the voters in 1999 were never informed that commercial trucking would disturb the peace and quiet at the Veterans Cemetery, the residential area bordering Buchanan Street and Georgia Street, the Boulder City Hospital, our golf course (and our new golf course) and the Homestead retirement home. Also, back in 1999 the residents undoubtedly never envisioned heavy truck traffic passing by the areas we have set aside for our children, namely the baseball diamonds, the soccer field and the skateboard park.

Additionally, fewer than 50% of the registered voters responded to question number 1. (2,935 voted in favor of this ill-defined multi-guess southern bypass route and 1,855 voted against it.)

E32-3.15 Consequently, it is this type of shrill rhetoric of some of our elected officials that cast doubt on the objectivity of what is in the best interests of our town. If the above-referenced misuse of our political system is not enough to cause alarm, then the next proposal by one of elected officials surely will. In this regard, it appears that the "Coalition", as well as some of our elected

EXHIBIT  
B  
Strickland

Response to Comment E32-5.2  
Comment noted.

Response to Comment E32-2.30

A description of Alternative D can be found in Section 2.6 of the FEIS. No ramp would be constructed at Buchanan Boulevard with this alternative; however, an emergency access would be provided for emergency services vehicles.

Response to Comment E32-3.15

This comment does not refer to a specific section of the FEIS.

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TO:702366925

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officials, are attempting to speed up the construction of the southern bypass in order to achieve their goal before we have an opportunity to truly examine the Alternatives. In this regard, at the September 26th meeting one Councilmember proposed a "build to plan" proposal. Under this unusual approach, the southern bypass would be completed before the Federal Government complete the bridge across the Colorado River just south of Hoover Dam. This rush to build the southern bypass sounds incredibly like the 1999 rush to have Question 1 placed on the ballot before the voters became fully educated about the destructive impact the southern bypass would have on Boulder City.

At this September 26th meeting, Mr. Tom Greco of NDOT indicated that the environmental impact concerning the 3 proposed routes (Alternatives B, C, and D) currently under consideration, will be completed and the results published in November of this year. He indicated that the reports will be extremely detailed with respect to the environmental impact of each Alternative. In that regard, Alternative B which involved the use of a substantial amount of existing Highway 93, will undoubtedly cause the least damage to the environment of Boulder City. Alternative C, which creates some re-routing north of Highway 93 before Buchanan Street, and re-work of Highway 93 through Hemmenway Valley, will cause a little more damage to the environment to Boulder City than Alternative B. Nevertheless, Alternatives B and C will cause substantially less damage to our environment than Alternative D.

Consistent with his initial assessment of the environmental impact of Alternatives B and C, is the substantially higher (approximately \$80 million higher) cost to build Alternative D due to the fact that Alternative D involves the mass destruction and despoliation of virgin tracts of desert habitat by construction of the new highway through the southern portion of Boulder City.

Once the environmental impact report is completed and available to the citizens of Boulder City, then and only then will a vote on all the proposed Alternatives have some merit. Hopefully our political leaders will have the courage to allow informed citizens to vote on the 3 Alternatives that has only just now become clearly defined, detailed, and illustrated, complete with the environmental impact that they will have on our community. If a new vote on the 3 Alternatives is not allowed, the politicians, and those who master minded the timing of Question 1 on the ballot, will be allowed to achieve their goal of cramming down our throats an Alternative that will forever cause damage to our community.

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E32-2.31

### Response to Comment E32-2.31

The impacts of construction and operation of the build alternatives (B, C, and D) vary, as described in Chapters 4 and 5 of the FEIS.

The Alternative D alignment would traverse open space that supports wildlife and plant species, and includes the following uses: Mead substation, transmission lines and associated service roads, a rifle range, a landfill, NPS trails, and backcountry roads.



APR-17-2002 06:44 FROM:

TO: 7023669025

P. 004/008

E33

## LETTER TO THE EDITOR:

We follow with great interest the letters written concerning the new Canamax route. We wish to voice our opposition to the proposal calling for the southern bypass.

We own a home on Georgia Avenue. At most hours of the day it is so quiet that we can hear the wings of a bird as it soars above our home. Though we purchased our home with full knowledge that we must deal with the occasional "Four" from a golfer, traffic on Georgia Ave. and the sound of a plane landing at or taking off from the airport, we found those inconveniences to be minor in comparison to living on the side of town where Highway 93 passes through. When we purchased our home there was no indication that a full scale highway would soon be built less than a mile from the front of our residence. Indeed, with the exception of the airport, our side of town has always been the residential side. We made a trade-off; we have no view of the lake, but no highway either.

The construction of the Canamax through the south side of town is a ludicrous proposition compared to the modification of the existing Highway 93 through Hemenway Valley. Based on the NDOT Corridor Study map, it appears that the Canamax bypass through the south side of town will result in the need for construction of at least 13 miles of highway through our desert on the side of town which is residential in nature. Compare the southern route with the proposed modification of current Highway 93, which would result in the construction of about 5 new miles of highway above the industrial area of our town, and a modification of about 3 miles of current Highway 93. Therefore, we are looking at about 8 additional miles of construction with the southern route.

Also take into consideration the fact that sound generally rises. By placing the Canamax route above the industrial area of town, the highway would be at a higher elevation than the majority of the town, and consequently less noise pollution. In comparison, the proposed southern bypass is located lower than the rest of town, and therefore those residences on the south end of town will now be bombarded with noise pollution that will be unabated. Of course, needless to say that the construction of 13 miles of highway in the fine dirt and sand which comprises our desert will create a dust bowl the likes of which we have not seen.

And what about support services for the new highway? The proposed southern bypass will undoubtedly eventually offer gas stations and convenience stores for the weary traveler. Of course, if these highway support services are not built, one can anticipate a highway offramp at or around Buchanan, which will route traffic through our residential area, past our peaceful Veterans Cemetery, and past our golf course. Compare this scenario with the scenario presented by modification of the current Highway 93 - since the new highway would actually cross a portion of the existing Highway 93 just before the entrance to town, gas stations and convenience stores already exist for the highway.

Based on the NDOT map, the modification of current Highway 93 will result in very little disturbance to the residents of Hemenway Valley. It should be remembered that those residents purchased their homes with the existence of a 3 lane highway already in

## Response to Comment E33-2.32

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

A noise impact analysis was performed for all of the alternatives (Section 4.3 of FEIS). It was determined that Alternative D would result in no adverse noise effects.

## Response to Comment E33-3.16

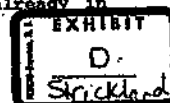
The Preliminary Engineering Report states that the length of Alternative D (Southern) is approximately 15 miles, whereas Alternative C (the modification of existing Highway 93 mentioned in the comment) is approximately 10.6 miles. Of the 10.6 miles, approximately half would be constructed north and south of existing U.S. 93 in relatively undeveloped areas.

## Response to Comment E33-2.33

A noise impact analysis was performed for all of the alternatives (Section 4.3 of FEIS). It was determined that Alternative D would result in no adverse noise effects. FEIS Section 4.2.2 describes mitigation measures, based on Department of Air Quality Management (DAQM) BMPs, which will be implemented for purposes of decreasing potential dust emission impacts.

## Response to Comment E33-4.13

Comment noted. Land Use impacts are considered in Section 4.9 and Economic impacts are in Section 4.11 of the FEIS. Section 4.11 also includes operational impacts of each of the alternatives.





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place. It seems entirely illogical that we, as a City, would desire to tear up virgin desert and build a highway where none ever existed, rather than widen an already existing highway.

No one has yet discussed the fact that residents who have homes all along the southern side of town will undoubtedly suffer a reduction in property value upon commencement of construction of the southern bypass. Perhaps an inverse condemnation class action filed by the residents against the City would be the best avenue to determine whether monetary compensation is in order for those whose view, peace and quiet, and clean air have been compromised due to construction of a highway where none ever existed.

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APR-17-2002 06:44 FROM:

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P.002/006

E34

## LETTER TO THE EDITOR:

The Draft Environmental Impact Statement (DEIS) was recently released for public review. It analyzes the environmental and economic costs of the 3 alternatives to improve existing I-93.

In the letter by Dr. Merrill (BC News 3/28/02) it is clear that those who support the southern bypass (Alt. D) and comprise the Boulder City Bypass Coalition (aka the "get the existing highway out of my backyard) are allowing their personal agendas to overshadow what is best for BC. In this regard, it is obvious to anyone who reads the DEIS report that the most economical and environmentally friendly alternative is the improvement of existing Highway 93 (Alt. "B"). Any logical reading of the report leads to the conclusion that Alt. D poses the greatest financial hardship and environmental impact on BC and our surrounding environs.

The report illustrates that Alt. D is the most costly in terms of construction and financial impact on the businesses of BC. Construction costs for Alt. D are estimated to cost, in 2002 dollars, \$125 million more to build than Alts. B or C. The report references that the selection of Alt. D will most likely result in a 50% reduction in tourism expenditure, an \$18 million reduction in sales and a reduction of 200 BC jobs, resulting in a closure of 30-40 BC businesses. (DEIS at pg. 4-101). 8 out of 10 of the largest BC employers state that Alt. D is the least preferred choice, and 2 out of these same employers believe Alt. D will cause severe consequences to our local economy. Our city council and city manager have long recognized that Alt. D will have dire financial consequences for the local economy. As reported in BC News (2/7/02), city manager John Sullard stated that if Alt. D is approved, "then how do we bring people in for the existing businesses? That's more people being diverted from Boulder City." The city is contemplating, in the event of Alt. D approval, to hire an "events coordinator" to bring tourists back into BC. It is ironic that we will have to spend money to bring back tourists, and at the same time will have less business sales receipts to support this additional cost.

The financial devastation of Alt. D is dwarfed by its dire environmental impact. DEIS itemizes the numerous polluting and negative impacts on the environment: Alt. D will cause a substantial increase in noise levels in portions of the Lake Mead NRA that did not previously exist (DEIS at pg. ES-15); Alt. D will disturb 679 acres of habitat for the desert tortoise and impact the bighorn sheep calving area, causing the greatest disturbance to wildlife of all of the other proposed alternatives; Alt. D will have a greater long term impact than Alts. B or C on the waters of the Colorado River/Lake Mead because it covers a larger area with wider wash crossings and requires more fill, thereby impacting these waters 3 times greater than the other 2 alternatives (DEIS at pg. ES-20); it would also create the most dust (DEIS at pg. ES-27).

The DEIS report makes it clear that Alt. B is the most economically and environmentally sound proposal for those that live and work in Boulder City. Lets just hope that the facts and circumstances of this study are not outweighed by the politically connected and financially influential members of the Coalition.



## Response to Comment E34-4.14

Preference for Alternative B noted. Comments regarding Alternative D noted.

E34-4.14

## Response to Comment E34-2.34

Comment noted.

E34-2.34