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

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

Alternatives B and C would have greater construction-related impacts on the residential areas within Hemenway Valley (see FEIS Section 4.17). Following construction, both alternatives keep U.S. 93 traffic within Hemenway Valley.
D. COMMENT SHEETS RECEIVED DURING OR AFTER THE PUBLIC HEARING AND RESPONSES

**Boulder City**

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

**PLEASE PRINT**
Name: Robert Anchondo
Address: 524 Laken Tree CT

Please add my name to your mailing list. Yes ☒ No ☐

1. Which alternative do you prefer most and why?

- D - At each end of this corridor traffic could be routed to best suit motorists with proper signs (gas-food-motel). This is in my opinion the most sensible route to keep the volume of auto's going in the direction and destination they have in mind. Volume of auto's will increase in the future.

- D - Route is the only way to handle it also no through trucks in BC.

2. Which alternative do you prefer least and why?

- B - Solves nothing - heavy congestion - cross traffic - most likely impossible - one fender bender and the whole thing becomes a parking lot.

Response to Comment D2-1.1
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. As part of the mitigation effort, adequate signage will be required for any build alternative to promote the economic viability of Boulder City. The suggestion will be considered as part of this mitigation and in any subsequent design.

Response to Comment D2-1.2
The widening of U.S. 93 is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road. However, Alternative B does present the greatest amount of difficulty with respect to access and turns of all the build alternatives.
Response to Comment D3-2.1
Support for Alternative D and comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D3-1.3
In the initial screening of 16 alternatives, an alignment for the southern bypass south of the Mead Substation (further south than Alternative D) was eliminated because it did not provide additional positive features with respect to noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).
Response to Comment D4-2.2
Comment noted.

Response to Comment D4-2.3
Comment noted.
Response to Comment D5-1.4
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D5-4.2
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.
Response to Comment D6-2.4
Alternative D (southern bypass) would not preclude truck usage of existing U.S. 93; however, a reduction in total traffic through Boulder City is predicted with implementation of Alternative D.

Response to Comment D6-5.1
Comment noted.
Response to Comment D7-2.5
Position and comment concerning Alternative D noted.

Response to Comment D7-1.5
Social impacts of Alternatives B and C are detailed in FEIS Section 4.12.
Because Alternative B contains an arterial segment and traffic signals and the other build alternatives are full freeways, Alternative B is projected to contain the most overall congestion (Preliminary Engineering Report) of the build alternatives, but it does retain an acceptable LOS in the design year of 2027.
Response to Comment D8-2.6
Alternatives B and C would require noise barriers ranging in height from 2 m (8 feet) to 3 m (10 feet) at specific locations along the route (FEIS, Section 4.3.2).

Under Alternative D, no adverse noise effects are expected to occur anywhere in the developed portion of the project area. Areas within a distance of about 165 m (550 feet) would experience substantial noise level increases; however, noise abatement is not required because the affected lands are not considered "frequent human use" areas (FEIS, Section 4.3.1).
Response to Comment D9-2.7

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

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

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

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

Also see response to Comment D6-2.4.

Response to Comment D9-3.3

Refer to response to Comment D5-3.2. Social impacts of Alternatives B and C are detailed in FEIS Section 4.12.
D10-2.8

Response to Comment D10-2.8
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

D10-1.6

Response to Comment D10-1.6
The design development of Alternatives B and C contain a full freeway from the River Mountains Trailhead in Hemenway Valley to the eastern study limit. Therefore, at Pacifica Way, both alignments are freeways and a school bus stop could not be located there. The school bus would be routed to a frontage road or through some other local route instead of the new facility if either of these alternatives were constructed.
Response to Comment D11-2.9
Comment noted. Alternative A (No Build) would disturb the least amount of desert land. Of the build alternatives, Alternative B would disturb the least amount of existing undeveloped land.

Response to Comment D11-4.3
Preference for Alternative C noted.

Response to Comment D11-5.2
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D12-1.7
This is correct with the exception of the area north of existing U.S. 93 within the River Mountains.

Response to Comment D12-2.10
See response to Comment D8-2.6.
Response to Comment D13-3.4
Refer to response to Comment D5-3.2.

Response to Comment D13-6.1
The situation described in the comment would be identical for all four alternatives in the Boulder City project, as the eastern study limit of the Boulder City EIS is just beyond the Hacienda Hotel and Casino, west of Hoover Dam.

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

Response to Comment D13-3.5
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. See also response to Comment D5-3.2.

Response to Comment D13-2.11
See response to Comment D9-2.7.
Response to Comment D14-2.12
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D14-1.8
The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. The Boulder City Council has provided a written request for an interchange to not be constructed at Buchanan Boulevard.

Instead, an interchange for emergency access only is proposed where Alternative D crosses the WAPA access road and Buchanan Boulevard. This interchange will have a locked gate at both the exit and at the access road. The grade separation at the crossing will be above grade for the new facility and will allow for transport of WAPA equipment and vehicles.
Response to Comment D15-2.13
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D15-5.3
Comment noted.
Response to Comment D16-5.4
Comment noted.

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

Air quality impacts are discussed in FEIS Section 4.2.1. Alternative A has the highest estimated CO concentration at the U.S. 93/Railroad Pass intersection. Alternative B has the lowest CO concentration at the U.S. 93/Railroad Pass intersection, but it has the highest concentration at the U.S. 93/ Buchanan Boulevard intersection. Alternative C has the lowest concentrations at the U.S. 93/Buchanan Boulevard intersection, and it is only moderately higher than the lowest concentrations at the U.S. 93/Railroad Pass intersection. Alternative D is estimated to have the same CO concentrations at both intersections, which are higher than the other build alternatives at the U.S. 93/Railroad Pass intersection and fall between the other build alternatives at the U.S. 93/Buchanan Boulevard intersection.
Response to Comment D17-6.2
Comment supporting Alternative D has been noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

The Hoover Dam Bypass project EIS addresses traffic and safety problems at the U.S. 93 crossing of the Colorado River, and the Boulder City/U.S. 93 Corridor Study EIS ties directly into this project. Each EIS addresses problems located within their respective study limits.
Response to Comment D17-1.9
The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit.
Response to Comment D18-6.3
Alternative A does not have a provision for a truck route through Laughlin or bypassing Boulder City. Alternative A is the No Build Alternative, which would mean no improvements to the existing highway route through Boulder City. Alternative D, the preferred alternative, does bypass Boulder City, but not as a truck route (though in initial stages of construction, the highway may be a designated truck route).

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

Response to Comment D18-2.15
Position and comment concerning Alternatives B, C, and D noted. The estimated cost of each build alternative is presented in the Preliminary Engineering Report for the project.
Response to Comment D19-1.10

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

In this study, NDOT is analyzing for a design year of 2027. Traffic estimates using computer modeling have shown that congestion on U.S. 93 in 2027, even without trucks, will produce failing levels of service between the study limits. However, there is the potential for the first phase of construction of the southern bypass (Alternative D) to be a truck bypass road, as traffic projections in the shorter term (2018 and sooner) do provide an acceptable LOS for a truck route only.
Response to Comment D20-2.16

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

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

First it or have it done!
Response to Comment D21-5.5
Comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D21-4.4
Comment noted.

Response to Comment D21-1.11
The eastern study limits were set in the initial stages of this study at the western study limits of the Hoover Dam Bypass project. The connection point for the Boulder City / U.S. 93 Corridor Study will be with the Hoover Dam Bypass final design.
**Response to Comment D22-4.5**
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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**Response to Comment D22-4.6**
Comment noted.
Comment Form
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Please print.

Name: Richard W. Brown
Address: 765 Christina Dr.

Please add my name to your mailing list. Yes [ ] No [ ]

1. Which alternative do you prefer most and why?
   [ ] Program

2. Which alternative do you prefer least and why?
   [ ] All Others

Response to Comment D23-5.6
Comment noted.
Response to Comment D24-1.12
The study limits for the project are shown in the FEIS as on the western side the Foothills grade separation and on the eastern side at the western limit of the Hoover Dam Bypass project. The focus of this project is not to determine a corridor between Phoenix and Las Vegas, as outlined in Chapter 1 of the FEIS, Purpose and Need.
Response to Comment D25-2.17
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D25-2.18
A description of the demographics around each alternative can be found in Sections 3.12 and 3.13 of the FEIS. Possible impacts to these populations as a result of the alignments can be found in Sections 4.12 and 4.13.

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

Response to Comment D25-1.13
The development of Alternative C within the DEIS would not require the relocation of any businesses in Boulder City. Alternative B would likely require the displacement of five businesses.
Response to Comment D26-1.14
The diversion of truck traffic alone from existing U.S. 93 to an alternative route (Alternatives B, C, or D) would not improve its service level to an acceptable LOS. Alternative D would be for cars and trucks not destined for Boulder City.

Response to Comment D26-4.7
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D26-4.8
Comment noted.
Response to Comment D26-1.15

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

Presently, for security reasons, trucks are detoured away from Hoover Dam and the Boulder City area. Prior to implementation of truck diversion measures, trucks made up approximately 10 percent of the total traffic on U.S. 93 through Boulder City. Permanently removing trucks from U.S. 93 through Boulder City would not be enough to satisfy goals set forth in the Purpose and Need for the project.
Response to Comment D27-4.9
Preference for Alternative D noted.

Response to Comment D27-1.16
Social impacts of Alternative C are detailed in FEIS Section 4.12.
Alternative C is a full freeway that would maintain a high speed of
traffic through Boulder City, which tends to reduce air pollution as
compared to idling vehicles (see FEIS Air Quality Sections 3.2 and 4.2).
Cumulative Impacts are shown in Chapter 6 of the FEIS.

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

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

Response to Comment D27-4.10
Comment noted.

Response to Comment D27-2.20
Comment noted. See response to Comment D9-2.7.
Response to Comment D27-2.21
Comment noted. See response to Comment D15-2.13.

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

Response to Comment D27-2.22
Refer to response to Comment D6-2.4.
Response to Comment D28-5.7
Comment noted.
Comment noted.

Response to Comment D28-2.23

People have moved to Boulder City because it is clean, safe, and quiet. A-C-C will not let any of these things they Boulder City is famous for. All someone has to do is go for a handshaker of LV and ask what they think of Boulder City.
Response to Comment D29-3-6
Construction of Alternative D would be visible from locations near its termini (Railroad Pass on the west and LNMRA on the east) and from residential areas near San Felipe Drive and the intersection of Buchanan Boulevard/Georgia Avenue.

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

Response to Comment D29-4.12
Comment noted.

Response to Comment D29-4.13
Comment noted.
Boulder City has a lot of people who came here, make it a destination and not just a thorough through town. That's enough people who see the dam - the lake - the marina - the casino - the hotel - lots keep the town the same, user friendly.
Response to Comment D30-2.24
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D30-1.17
Alternative D was developed with the intent of providing a bypass for through-town traffic that would minimize traffic through Boulder City. The decrease in traffic through Boulder City would improve traffic operations in problem areas.

Response to Comment D30-4.14
Comment noted.
Response to Comment D31-2.25
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D31-6.4
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. U.S. 95, south of Boulder City, is being widened. Phase One, from Searchlight to 18 miles north of Searchlight, is under construction. Phase Two, from 18 miles north of Searchlight to the U.S. 93 interchange, is scheduled to be completed by summer 2005. However, this, in itself, has been determined to not meet the Purpose and Need of the Boulder City/U.S. 93 Corridor Study EIS.

Response to Comment D31-2.26
The location of noise barriers for each of the alternatives is discussed in Section 4.3 of the FEIS. A discussion of their visual impact can be found in Section 4.10.
CONSIDER THE NEEDS OF RESIDENTS
SERIOUSLY - NOT JUST WINDOW DRESSING.
Response to Comment D32-6.5

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

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

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

Response to Comment D32-5.8

Comment noted.
Response to Comment D33-2.27
Comment noted. Refer to responses to Comments D6-2.4 and D9-2.7.

Response to Comment D33-1.18
It is a goal of the development of all build alternatives to create a safer transportation corridor (see FEIS Purpose and Need, Chapter 1). FHWA, the lead agency, has identified Alternative D as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision, based in part on the conclusion that Alternative D is a safer travel corridor compared to Alternatives B or C.

Response to Comment D33-1.19
In an Origin and Destination Study conducted in March 2000 at Veterans Memorial Drive, 43 percent of vehicles surveyed had a destination of Lake Mead, Hoover Dam, or Arizona, while 57 percent had a destination of Boulder City. This information was used in the subsequent traffic modeling of the potential number of vehicles that would divert from the existing roadway to a bypass. According to these projections, Alternative D would provide an acceptable level of service in the design year of 2027 for vehicles on the existing roadway.

Response to Comment D33-4.15
Comment noted.

Response to Comment D33-1.20
It is a goal of the development of all build alternatives to create a safer transportation corridor (see FEIS Purpose and Need, Chapter 1).
Response to Comment D34-2.28
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D34-4.16
Comment noted.

Response to Comment D34-4.17
Comment noted.
Response to Comment D34-2.29
Comment noted. Refer to response to Comment D34-2.28. Local transit is addressed in Chapter 1 of the FEIS.
Response to Comment D35-1.21
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D35-3.7
Comment noted. Refer to response to Comment D5-3.2.

Response to Comment D35-6.6
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

The combination of the Hoover Dam Bypass and Alternative D would promote smoother traffic flow through Boulder City and across the Colorado River, thus minimizing backups at Hoover Dam into Boulder City.
Response to Comment D35-6.39

Comment noted.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.
Response to Comment D36-3.8
Refer to response to Comment D5-3.2.

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

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

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

Response to Comment D36-4.19
Comment noted.
Response to Comment D37-2.31
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

See also response to Comment D25-2.18.
Response to Comment D37-6.38

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

This comment does not directly relate to the Boulder City/U.S. 93 Corridor Study.
Response to Comment D38-2.32
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 discusses the rationale for this decision. Refer to response to Comment D9-2.7.

Response to Comment D38-3.9
Refer to response to Comment D5-3.2.
Response to Comment D39-6.7

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

Routing trucks on U.S. 95 will not fulfill the Purpose and Need of the project, in that traffic projections indicate that removing trucks from U.S. 93 will not alleviate congestion to acceptable levels in the design year of 2027.
Response to Comment D40-4.20
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D41-1.21
In the initial screening of 16 alternatives, an alignment for the southern bypass south of the Mead Substation (further south than Alternative D) was eliminated because it did not provide additional positive features with respect to noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).

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

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

Response to Comment D41-5.9
Comment noted.
Response to Comment D42-6.8
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D42-2.33
Comment noted.
Response to Comment D43-1.22
Alternative D was developed with the intent of providing a bypass for through-town traffic (including trucks) to utilize that would minimize traffic through Boulder City.

Response to Comment D43-2.34
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

See also response to Comment D8-2.26.
Response to Comment D43-1.23
The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need, along with the current congestion and difficult access on the existing roadway.

Response to Comment D43-2.35
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D44-5.10
Comment noted.
Response to Comment D44-2.36
Comment noted.
Response to Comment D45-3.10
Refer to response to Comment D5-3.2. Social impacts of Alternative C are detailed in FEIS Section 4.12. Economic impacts of all build alternatives on Boulder City businesses are discussed in FEIS Section 4.11.

Response to Comment D45-3.11
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

All alternatives end at the same point at the eastern study limit, just east of the Hacienda Hotel and Casino on existing U.S. 93. Alternative D would retain the longest route (distance) to the Hoover Dam Bypass bridge of all alternatives and would also take the longest amount of travel time, approximately 3 minutes longer than Alternatives B and C. This information is provided in the Preliminary Engineering Report.
Response to Comment D46-2.37
Support for Alternative D and comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D46-4.21
Comment noted.

Response to Comment D46-2.38
Refer to responses to Comments D6-2.4 and D9-2.7, and Sections 4.5 and 4.7 of the FEIS.
Response to Comment D47-2.39
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D47-2.40
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. See also response to Comments D6-2.4 and D25-2.18.

Response to Comment D47-4.22
Comment noted.
Boulder City is unique in many ways. It is the only city in the state of Nevada that has no openings within city limits. With a controlled growth ordinance, it is home to Hoover Dam (one of the seven engineering wonders of the world) - Lake Mead. Bringing a major four lane highway through the middle of our town will devastate our "Clean Green Quiet Community" that we live in.
Response to Comment D48-1.24
Alternative D was developed with the intent of providing a bypass for through-town traffic (including truck traffic and utility vehicles) to utilize that would minimize traffic through Boulder City. According to the Air Quality section (FEIS Section 4.2), particulate matter (dust) levels would be approximately the same for any of the alternatives considered in this study.

Comment regarding signage is noted.
Response to Comment D49-2.41
Alternatives B and C would cost approximately $220 million, while Alternative D would cost approximately $345 million. Comment noted.
Response to Comment D49-4.23
Comment noted.

Submit comments at the meeting or mail comments to Boyd Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1263 South Desert Breeze, Carson City, NV 89713
Response to Comment D50-1.25
Preference for Alternative C noted. Alternative C was developed as a through-town freeway that would move traffic through Boulder City at higher speeds while relieving congestion on the existing roadway. Alternative C would provide access to the commercial corridor with exits from the freeway at Railroad Pass, U.S. 95, an extended Buchanan Boulevard and Lakeshore Road.
Response to Comment D50-6.9

The Purpose and Need for the project is presented in Chapter 2, Volume I, of the FEIS. Purposes for the study include the traffic congestion on U.S. 93 through Boulder City, roadway deficiencies, and safety considerations at high-crash intersections.
Response to Comment D51-2.42
Comment noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D51-5.11
Comment noted.
Response to Comment D52-6.10

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

The potential for a route through Laughlin was considered in the Hoover Dam Bypass Project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.
Response to Comment D53-1.26

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

Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.
Response to Comment D54-5.12
Comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D54-3.12
The potential impacts of Alternatives B and C are described in FEIS Chapter 4.
Boulder City, U.S. Hwy. 93 Corridor Study

Plan "D" is the southern alignment between Railroad Pass and the Hacienda Hotel & Casino. It is far the "BEST" alternative. It won't impact Boulder City's quality of life and historical significance with air, noise, traffic, light and view pollution like Plans "B" or "C".

Plan "C" through Boulder City next to the mountain is far the "WORST". This would be equivalent to building a freeway through the middle of Zion National Park.

Highway designers and planners consist with NDOT and AASHTO design standards and to meet 2027 traffic conditions.

FHWA completed the environmental process and selected the Sugarloaf Mountain Alternative for the Hoover Dam Bypass EIS. It does not consider the selection to be poor.
Response to Comment D55-2.45
Comment noted.

Response to Comment D55-4.24
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D56-6.12

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

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.
Response to Comment D56-6.13

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

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for nuclear explosions causing devastation to Hoover Dam is not considered a major issue for the project.
Response to Comment D57-3.14
Section 1.3.5 of the FEIS discusses this City Initiative, in which citizens voted by a 61.3 percent majority to accept a diverted highway containing three characteristics. Alternative D retains all three of these characteristics, but the 1999 vote was not specifically concerning Alternative D.

Response to Comment D57-2.46
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D57-2.47
Position and comment concerning Alternative A noted. Refer to responses to Comments D6-2.4, D8-2.6, and D9-2.7.
Response to Comment D57-3.15
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Alternative B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. Alternative C bypasses the commercial corridor of Boulder City, and then it connects with the Alternative B route at the River Mountains Trailhead in Hemenway Valley. Alternative C would also provide an acceptable LOS in the design year.
Response to Comment D58-2.48
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer also to responses to Comments D6-2.4 and D15-2.13. Design features (i.e., roadway configuration and geometrics) incorporated into the conceptual plan for each build alternative would reduce the potential for vehicular collisions.
Response to Comment D59-2.49
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D59-4.25
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D59-2.50
Support for Alternative D and comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
D60

COMMENT FORM

Boulder City/U.S. 55 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT

Name: BOB FERRAND
Address: 515 NORTHRIDGE DR.
Boulder City, NV

Please add my name to your mailing list: Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

ALTERNATE D

2. Which alternative do you prefer least and why?

ALTERNATE E AND F

Response to Comment D60-5.13
Comment noted.
Response to Comment D61-2.51
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Improvements to bicycle and pedestrian facilities as a result of mitigation from the construction of the Build Alternatives are discussed in Section 4.14 of the FEIS.
Response to Comment D62.1.27
Alternative D was developed with the intent of providing a bypass for through-town traffic to utilize that would minimize traffic through Boulder City.

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

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

Response to Comment D62.1.28
Vehicles accessing U.S. 93 using Alternative B from Lake Mountain Drive would use the frontage road to access the facility at the Lakeshore Road interchange.

Response to Comment D62.2.52
Four alternatives are evaluated in the FEIS, including Alternative A (No Build) and three build alternatives. Action on the project by NDOT and FHWA is pending completion of the environmental documentation and process. Public input and participation is critical to the process.
Response to Comment D63-3.16

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Alternative D would be the longest route (distance) to the eastern study limits of all alternatives, and it would also take the longest amount of travel time, approximately 3 minutes longer than Alternatives B and C. Travel time is approximately 30 seconds shorter for Alternative C than Alternative B, and Alternative C is approximately 200 m shorter than Alternative B. This information is provided in the Preliminary Engineering Report.

Alternative D would cause the least amount of noise impacts on Boulder City residents (see FEIS Section 4.3) and less construction-related impacts on the existing residential areas of Boulder City (see FEIS Section 4.17).
Response to Comment D64-2.53
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

See also response to Comment C5-2.5.

Response to Comment D64-2.54
Comment noted. See response to Comment C13-1.4.
Response to Comment D65-1.29
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

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

Response to Comment D65-5.14
Comment noted.
Response to Comment D66-5.15
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D66-4.26
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D67-6.14
The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

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

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

Response to Comment D67-2.55
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

The potential impacts vary among the four alternatives and are outlined in the FEIS in Chapter 4.
Response to Comment D67-6.15
The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. Any speculation of economic gain cannot sufficiently make up for not meeting a purpose and need in an environmental document.

Response to Comment D67-4.27
Comment noted.
Response to Comment D68-2.56
Alternative D has been realigned approximately 70 m (230 feet) north of its original alignment (as described in the DEIS) in the vicinity of the Boulder Rifle Range. The realignment will allow the rifle range to remain open in its current position.

Response to Comment D68-1.30
The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. An interchange for emergency access only is proposed where Alternative D crosses the WAPA access road and Buchanan Boulevard. This interchange will have a locked gate at both the exit and at the access road. The grade separation at the crossing will be above grade for the new facility and will allow for transport of WAPA equipment and vehicles.
It is important to note how the DEIS can take into account the preservation or at least the consideration of items such as recreational bicycle routes & equestrian parking areas which are seldom used, but completely failed to consider the Boulder Rice & Foothills Range which is used by the public every single day.

If the Rice Range is not considered as an inherent asset (since that it has been in existence for since the 1930s), it should at least be considered as a valuable recreation resource. In fact it is the only shooting area open to the general public without charge, in all of Clark Co.

It is estimated that relocation of the Rifle Range would cost in excess of $500,000. This just the initial work alone, not counting the cost of acquiring the structures, walls, target and target stands already in use on the Range.

It is my understanding that the proposed shooting complex in North Las Vegas is requested yearly for operation (if not renewed) will cost at least more than a change in this ruling or this facility.

The conceptual plan for each alternative describes major design features. The choice of material and other specifics will be addressed in the design phase (following a ROD) should a build alternative be selected by FHWA.
Response to Comment D69-2.58
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D69-1.31
All three build alternatives have been developed to address the problem of traffic congestion. The traffic analysis of Alternatives B and C predicts an acceptable LOS at critical links and intersections for the design year of 2027. The social impacts associated with the amount of traffic through Boulder City are addressed in FEIS Section 4.12.
Response to Comment D70-5.16
Comment noted.
DT1

Boulder City

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

PLEASE PRINT

Name: Albert K. Hamel
Address: 1287 Relpwood St.
Boulder City, NV 89005

Please add my name to your mailing list: Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

DT1-2.59

D: It will keep the trucks out of B.C., less noisy a solution. The cost may be more than A, but I believe it will work out better in the long run.

2. Which alternative do you prefer least and why?

DT1-2.60

B: It may be cheaper, but will end up looking like U.S. 93 in Henderson.

Response to Comment D71-2.59
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D71-2.60
Comment noted.
Response to Comment D71-6.16
The Hoover Dam Bypass project has completed its EIS, and design is underway for a bypass bridge 1,500 feet south of the dam (the Sugarloaf Mountain Alternative).

This comment does not directly pertain to the Boulder City/U.S. 93 Corridor Study EIS.
Response to Comment D72-3.18
Refer to response to Comment D5-3.2. Social impacts of Alternative C are detailed in FEIS Section 4.12. Economic impacts of all build alternatives on Boulder City businesses are discussed in FEIS Section 4.11.

Response to Comment D72-3.19
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

In the initial screening of 16 alternatives, an alignment for the southern bypass south of the Mead Substation (further south than Alternative D) was eliminated because it did not provide additional positive features with respect to noise and visual impacts, and it provided negative qualities of an additional mile of roadway and drainage impacts (see FEIS Chapter 2, Section 2.4).
Response to Comment D73-4.28

The preference for Alternative D noted. Alternative D, the Southern
Alternative, has been selected as the preferred alternative. Section 2.6 of
Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D74-5.17
Refer to response to Comment D66-5.15.
Response to Comment D74-6.17
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

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

Security at Hoover Dam will be increased with the Hoover Dam Bypass by allowing only tourist traffic at the dam.
Response to Comment D75-3.20
Refer to response to Comment D5-3.2.

Response to Comment D75-1.32
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
3. Other comments

Alcohol is bad for the environment

The area goes into a lot of detail on area

With bike path, Amtrak, I-15, and parking

The area going into detail about Nevada's 10-year deal range.

This range has been in existence for over 40 years.

If the need goes there as the death range, storage will have to close. The cost of moving the range would be in excess of $200,000.

The cost would include extensive road and range facilities costs.

The land has not been figured in.

The range has a 4-mile road range is the only range with a concrete gate open to the public in Clark County. The range is open 7 days a week. There are shots to the public range daily. It's a well-run. The range is Fair.

The range is also used for national Match Competition. It is the one of the few ranges with a course quality in the southeast.

Submit comments to the issuing or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 3901 South Street, Carson City, NV 89712.

Response to Comment D75-2.61

See response to Comment D68-2.56.
Response to Comment D76-2.62
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer to responses to Comments D6-2.5 and D9-2.6.

Response to Comment D76-3.21
Alternative B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. If, in the future, actual growth were to exceed current projections causing deficiencies in the performance of Alternative B, expansion of Alternative B to accommodate actual growth would be the most difficult of all the alternatives.
Response to Comment D77-2.63
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D77-1.33
In order to produce a facility that could accommodate the amount of traffic projected in 2027 to an acceptable LOS, the development of Alternative C requires four lanes. Additionally, in order to provide sufficient access to the business corridor and Hemenway Wash residents, a frontage road and interchange points are necessary.
Response to Comment D77-3.22
Four alternatives are evaluated in the FEIS, including Alternative A (No Build) and three build alternatives. Action on the project by NDOT and FHWA is pending completion of the environmental documentation and process.
Response to Comment D78-2.64
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer to response to Comment D9-2.7.

Response to Comment D78-2.65
Position and comment concerning Alternatives B and C noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D78-3.23
Alternative B would widen the existing U.S. 93 Corridor to achieve an acceptable LOS at key links and intersections in the design year of 2027. Alternative C bypasses the commercial corridor of Boulder City, then connects with the Alternative B route at the River Mountains Trailhead in Hemenway Valley. Alternative C would also provide an acceptable LOS in the design year.

If, in the future, actual growth were to exceed current projections causing deficiencies in the performance of either of the build alternatives, expansion of Alternative B to accommodate actual growth would be the most difficult to accomplish.
Response to Comment D79-1.34
The preferred alternative (Alternative D) would keep trucks farther from Boulder City than any other alternative.
Response to Comment D80-2.66
Comment noted. See response to Comment D62-2.52.
Response to Comment D81-1.35
All three build alternatives have been developed to remedy this problem. Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps (see Preliminary Engineering Report for locations). Alternative D contains the strategy of removing through-town traffic from the existing roadway, and the decrease in congestion will allow for easier turns.
Response to Comment D82-1.36

The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need.
Response to Comment D83-6.18
The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

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

The route through Nelson was dropped from consideration during the Hoover Dam Bypass EIS predominantly due to high impacts on the LMNRA.
Response to Comment D84-3.24
Refer to response to Comment D63-3.16.

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

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

Also, all of the build alternatives (B, C, and D) were developed to satisfy the need for reducing the frequency of vehicle crashes in comparison to the No Build (Alternative A).

Response to Comment D84-4.30
Comment noted.
Response to Comment D84-5.32

The route mentioned in the comment, which passed through the area north of the Hemenway residential area, was the northern alternative (NA101), which was eliminated during the initial screening of alternatives. This corridor was eliminated due to very high environmental impacts, operations and safety concerns, and very high costs. Truck and commercial traffic is currently routed through Laughlin, but this is not intended to be a permanent rerouting.
Response to Comment D85-2.68
Support for Alternative D and comment noted. Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D85-2.69
Position and comment concerning Alternatives B and C noted. Refer to responses to Comments D8-2.6, D9-2.7 and D15-2.13.

Response to Comment D85-1.37
Traffic is projected to increase through the design year of 2027 for U.S. 93 through Boulder City. This project cannot influence the decision of whether to transport nuclear waste through Boulder City, but the potential will be addressed in the Hazardous Waste sections (3.15 and 4.15) of the FEIS.
Response to Comment D86-1.38
Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections. Alternative C provides a freeway around the commercial area and links with the existing roadway at the River Mountains Trailhead.

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

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

Response to Comment D86-1.39
From the River Mountains Trailhead to the eastern study limit (mostly Hemenway Valley), Alternatives A, B, and C all utilize the existing U.S. 93 Corridor. All traffic would use this route for each of the alternatives, though it would be on a widened freeway for Alternatives B and C, which is intended to alleviate congestion.

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

Response to Comment D86-4.31
Comment noted.
3. Other comments: 

by any of the proposed bus routes. They will not affect the non-customer. 
Other routes will affect just they

Through and maintain their businesses.

Alphonse Land
Response to Comment D87-1.40
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D87-2.70
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D87-4.32
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D87-2.71
Comment noted. See response to Comments D87-2.70 and C1-2.1.
Response to Comment D87-4.33

Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D88-2.72
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D88-2.73
Comment noted. See response to Comment C1-2.1.

Response to Comment D88-4.34
Comment noted.
3. Other comments:

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

Response to Comment D88-4.35
Comment noted.

Submit comments to the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1603 South Stewart Street, Carson City, NV 89713
Response to Comment D89-1.41
Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Alternatives B and C both utilize existing corridors.

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

Response to Comment D89-2.74
Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.
Response to Comment D89-5.33
This route was eliminated during the Hoover Dam Bypass EIS. Refer to the FEIS of this document for information on its elimination from consideration.

We lived in a town that was split in two by a truck route/highway over 20 years ago. Arcadia, California was devastated socially, economically, criminally and even racially. It is just beginning to recover and become one town again and not "Northtown" and the dreaded "Southtown".

We still do not miss the 24-hour/7-day roar of the traffic several miles away. Half of our family still lives in nearby communities and hates the way it was planned right through towns.

What is wrong with improving the existing 95 truck route?

Politics still suck.

Thanks for the opportunity to voice our opinion.
Response to Comment D90-2.75

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

Refer to responses to Comments D8-2.6 and D9-2.7.
Response to Comment D91-2.76

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D92-1.42
Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps (see Preliminary Engineering Report on file with NDOT). Alternative D would remove a large portion of through-town traffic from existing U.S. 93, which would improve safety.

Response to Comment D92-1.43
Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. Both alternatives contain freeway sections that are intended to promote safer driving, as they would be separated from arterial sections of Boulder City.

Response to Comment D92-4.36
Comment noted.
We don't need politics entering into this decision. We need what is best for the people of Boulder City.
Response to Comment D93-1.44
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D93-4.37
Comment noted.
Response to Comment D93-6.19

Comment noted.
Response to Comment D94-3.25

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

Refer to response to Comment D5-3.2.

One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.
Response to Comment D95-4.38
Preferre for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D95-1.45
The Roadway Capacity section of the Purpose and Need (FEIS Section 1.3.1) discusses this need.
Response to Comment D95-2.77
Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.
Response to Comment D96-4.39
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D96-2.78
Comment noted. See responses to comments D8-2.6, D16-2.14, and C1-2.1.
Response to Comment D97-5.18
Comment noted.

Response to Comment D97-2.79
Comment noted. See responses to Comments D8-2.6, D16-2.14, and C1-2.1.
Response to Comment D98-2.80
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D98-1.46
Part of the development of Alternatives B and C was to improve access to U.S. 93 in Hemenway Valley using a frontage road and on-ramps.

Response to Comment D98-4.40
Comment noted.
3. Other comments:

Please the politics out of this decision and that of the general town of BC. Being modeled for the outcome going forward or near the town.
Response to Comment D99-5.19
Comment noted.

Response to Comment D99-4.41
Comment noted.

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

Property values will only go down if B or C is adopted.
Response to Comment D100-1.48
Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Alternative D would provide the least amount of noise impact to Boulder City, but the greatest noise impact to the LMNRA.
Response to Comment D101-1.49
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. The preferred alternative would keep trucks farther from Boulder City than any other alternative.

Response to Comment D101-2.81
Refer to responses to Comments D8-2.6 and D15-2.13.
Response to Comment D102-5.20
Comment noted.

Response to Comment D102-4.42
Comment noted.

Response to Comment D102-2.82
Refer to responses to Comments D9-2.7, D15-2.13, and D54-2.44.
Response to Comment D103-1.50
Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Access would be accommodated to recreational areas.
Response to Comment D104-2.83
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D104-1.51
The widening of U.S. 93 included in Alternative B is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road. Traffic modeling has projected an acceptable LOS for all build alternatives in the design year of 2027.
Response to Comment D105-3.26
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D105-2.84
FEIS Table 4-3 provides a comparison of existing and projected (2027) peak-hour noise levels. Noise is expected to increase or decrease commensurate with the predicted traffic through Boulder City for each alternative.

Response to Comment D105-2.85
Comment noted. Refer to response to Comment D9-2.7. Mitigation measures to minimize dust and noise during construction are presented in FEIS Section 4.3.2.
Response to Comment D106-4.43
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D106-2.86
A discussion of the noise impacts associated with this alternative can be found in Section 4.3 of the FEIS. See response to Comment C8-2.6.

Response to Comment D106-4.44
Comment noted.
Response to Comment D106-4.45
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D107-2.87
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D107-1.52
Alternative D was developed with the intent of providing a route for through-town traffic (including truck traffic) to take that would minimize traffic through Boulder City. The decrease in traffic would provide increased safety in problem areas. FEIS Sections 4.11 and 4.12 discuss the potential economic and social impacts associated with implementation of Alternative D.

Response to Comment D107-2.88
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D107-1.53
See response to Comment D107-1.52.

Response to Comment D107-4.46
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D107-2.89
Comment noted. See response to Comment D61-2.51.

Response to Comment D107-1.54
Alternative B keeps traffic on the existing U.S. 93 Corridor, but with a widened roadway, would provide an acceptable LOS at key links and intersections. The presence of a frontage road in Hemenway Valley would aid in access maintenance.

Response to Comment D107-2.90
From U.S. 95, Alternative C turns northward across existing U.S. 93 and toward the lower elevations of the River Mountains, and it bisects the proposed Boulder Ridge Public Golf Course.
Response to Comment D107-2.91
Unavoidable adverse impacts are addressed in Chapter 5 of the FEIS.
Response to Comment D108-3.27
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer to response to Comment D5-3.2.

Response to Comment D108-6.20
Comment noted.

Response to Comment D108-1.55
The design development of Alternative D contains interchanges at Railroad Pass, U.S. 95, and the eastern study limit. A single ramp for emergency access only is proposed where Alternative D crosses the WAPA access road and Buchanan Boulevard. This ramp will have a locked gate at both the exit and at the access road. The grade separation at the crossing will be above grade for the new facility and will allow for transport of WAPA equipment and vehicles.
Boulder City

Section comments at the meeting on small communities to Noyel Jones, P.E., Chief, Environmental Services Division,
Nevada Department of Transportation, 1281 South Hoover Street, Carson City, NV 89712.
Comment Form
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Please print:
Name: Billie Miller
Address: 635 Ave K, Boulder City, NV 89005

Please add my name to your mailing list. Yes [ ] No [ ]

1. Which alternative do you prefer most and why? [D] - it will be the least offensive to everyone.

2. Which alternative do you prefer least and why? A, B, or C - it goes through town...

Response to Comment D109-5.21
Comment noted.
Response to Comment D110-2.92
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Refer to responses to Comments D6-2.4 and D8-2.6.

Response to Comment D110-2.93
Comment noted. Refer to responses to Comments D9-2.7 and D15-2.13.
Response to Comment D111-3.28
Refer to response to Comment D5-3.2. The comment correctly notes that Alternative D would have less existing road impacts during construction (see FEIS Section 4.17).

Response to Comment D111-2.94
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D111-2.95
Position and comment concerning Alternative B noted. Refer to responses to Comments D8-2.6, D9-2.7, and D15-2.13.
Response to Comment D112-2.96
Support for Alternative D and comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D112-3.29
One of the goals of the environmental process is to identify the least environmentally damaging practicable alternative while taking into consideration social, environmental, and economic impacts (as presented in the FEIS). Cost of construction is not a factor unless it renders an alternative not practicable to be constructed. If this is determined to be the case, the alternative is removed from consideration during the initial screening of alternatives.

Response to Comment D112-4.47
Comment noted.
Response to Comment D113-6.21
NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.

Response to Comment D113-2.97
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Included in the recommendation of the preferred alternative is the maintenance of the quality of life of Boulder City residents, including views of Lake Mead. Visual impacts of a new freeway facility through Hemenway Valley are presented in Section 4.10 of Volume I of the FEIS.

Response to Comment D113-2.98
A description of Alternative C can be found in Section 2.7 of the FEIS. A discussion of all of its environmental impacts can be found throughout Chapter 4.

Response to Comment D113-4.48
Comment noted.
I already gave my comment.

I fully recognize the impact on our business community.
Response to Comment D114-6.22
The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

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

Response to Comment D114-2.99
Comment noted.
D115

Boulder City

COMMENT FORM
Boulder City\U.S. 93 Corridor Study
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April 4, 2002

PLEASE PRINT
Name: Marlene Morewick
Address: 839 Bingham Lane
Boulder City NV 89005

Please add my name to your mailing list: Yes [x] No [ ]

1. Which alternative do you prefer most and why? If I really had a choice, it would be NO BUILD.

2. Which alternative do you prefer least and why? WYSED. Route 97 is already in use.

Response to Comment D115-6.23
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027.

The environmental process dictates that public involvement is allowable and requested throughout the process up until the ROD, which will be released upon completion of the FEIS and response to comments on the FEIS.

Response to Comment D115-1.56
The Safety section of the Purpose and Need (FEIS Section 1.3.3) discusses this need.
Response to Comment D116-4.49
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D116-2.100
Refer to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D116-2.101
Refer to response to Comment D9-2.7.
Response to Comment D117-6.24

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

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for terrorism impacting Hoover Dam as a result of bridge construction is not considered a major issue for the project.
Comment Form
Boulder City U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Please print:
Name: Robert Musick
Address: 601 Lake Horizon Ln
          Boulder City, NV 89005

Please add my name to your mailing list: Yes [X] No [ ]

1. Which alternative do you prefer and why?
   D Southern Bypass
   It will not disrupt our quiet lifestyle.
   Keeps trucks out of our city streets.
   Reduces thru traffic on our city streets.
   It is the only route that makes sense.

2. Which alternative do you prefer least and why?
   Improving the existing only creates more noise, traffic & pollution in town.

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

Response to Comment D118-2.102
Refer to response to Comment D6-2.4.

Response to Comment D118-2.103
Refer to responses to Comments D8-2.6, D9-2.7, and D15-2.13.
Boulder City

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

Name: GLORIA NELSON (HOPPEN)
Address: 1020 E. 14th St. (Building 1) - Suite 109
Boulder City, NV 89006 - 1416

Please add my name to your mailing list: Yes [ ] No [ ]

1. Which alternative do you prefer most and why? [ ]

2. Which alternative do you prefer least and why? [ ]

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1500 South Stewart Street, Carson City, NV 89701

Response to Comment D119-1.57
Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City.

The preferred alternative (Alternative D) would keep trucks farther from Boulder City than any other build alternative.
Response to Comment D120-2.103
Position concerning Alternatives B and C noted. Alternatives B and C include the Pacifica Way interchange. This proposed elevated crossing over U.S. 93 would obstruct views of Lake Mead from the nearby residential area.
Response to Comment D121-1.58
Alternative D was developed with the intent of providing a route for through-town traffic to utilize that would minimize traffic through Boulder City. Visitors would have access to Boulder City on either end of Alternative D.

Response to Comment D121-1.59
Social impacts of Alternative B are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.
Response to Comment D122-1.60

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

In the initial screening of 16 alternatives, an alignment for the southern bypass south of the Mead Substation (further south than Alternative D) was eliminated from further evaluation and consideration because it would provide positive features comparable to Alternative D but cause potentially greater impacts (refer to FEIS Section 2.4).

Additionally, in the initial screening of 16 alternatives, 2 alignments for the southern bypass east of Alternative D were eliminated from further evaluation because each would potentially cause substantial adverse impacts on the LNMRA and traverse zones of high protection established by NPS (refer to FEIS Section 2.4).
3. Other comments

Take Southern alignment as far South as possible and extend it as far East as possible.

Submit comments to the meeting or mail comments to Depl. Issues, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1205 South Street Street, Carson City, NV 89713.
Response to Comment D123-5.22
Refer to response to Comment D66-5.15.

Response to Comment D123-4.50
Comment noted.
Response to Comment D123-2.104
Comment noted.
Response to Comment D124-2.105
Comment noted.

Response to Comment D124-2.106
Refer to response to Comment D8-2.6.
Response to Comment D125-2.107
Support for Alternative C and comment noted. A discussion of visual impacts is presented in Section 4.10 of the FEIS. See response to Comments C12-2.30 and C34-2.44.

Response to Comment D125-6.25
The Hoover Dam Bypass project addresses traffic congestion at and approaching the dam. FHWA has completed the EIS for this project, and design is underway for a bypass bridge south of the dam.

The Boulder City/U.S. 93 Corridor Study focuses on traffic congestion and safety considerations on U.S. 93 through Boulder City. The proposed highway alternatives address these problems in the design year of 2027 and are not directly related to traffic congestion at the dam.

Response to Comment D125-2.108
A discussion of visual impacts is presented in Section 4.10 of the FEIS. The residences of San Felipe would have a very distant view of Alternative D, located 2.5 km (1.5 miles) to the east.

Response to Comment D125-1.61
Projected population growth in the region and other factors are expected to cause increases in traffic through 2027 and beyond. The Traffic Analysis Report that accompanies the Preliminary Engineering Report for the project does not assume that there will be increased traffic solely due to construction of a highway.
Response to Comment D125-6.26

The potential for a route through Laughlin was considered in the Hoover Dam Bypass project (see the Hoover Dam bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A route through Laughlin does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that not enough traffic would choose the route to alleviate congestion in Boulder City in the design year of 2027. Additionally, the 22 extra miles would produce a large economic impact on the trucking industry if that were the required route.

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. The Boulder City bypass is not intended to alleviate traffic at Hoover Dam; the outcome of the Hoover Dam EIS will provide alleviation of Hoover Dam traffic by diverting all traffic except tourist traffic to a new bridge south of the dam.

The Hoover Dam Bypass project has completed its EIS, and design is underway. The potential for terrorism impacting Hoover Dam as a result of bridge construction is not considered a major issue for the project.
Response to Comment D126-2.109

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

Support for Alternative D and comment noted. Refer to responses to Comments D6-2.4 and D8-2.6.
Response to Comment D127-1.62
Traffic modeling predicts an initial decrease in through-town traffic; however, in the long term (2027), traffic is expected to increase due to growth of the region.

Response to Comment D127-2.110
Comment noted. Refer to responses to Comments D6-2.4 and D8-2.6.

Response to Comment D127-2.111
Position and comment concerning Alternative B noted. Refer to responses to Comments D8-2.6 and D15-2.13.
Response to Comment D128-2.112
Position and comment concerning Alternatives A and C noted. Refer to responses to Comments D6-2.4, D8-2.6, and D9-2.7.
Response to Comment D129-4.51
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D129-4.52
Comment noted.
Response to Comment D130-1.63
Alternative D was developed with the intent of providing a route for through-town traffic to utilize, which would minimize traffic through Boulder City. However, according to the Origin and Destination Study performed in March 2000, at Veterans Memorial Drive, 43 percent of vehicles surveyed had a destination of Lake Mead, Hoover Dam, or Arizona, while 57 percent had a destination of Boulder City. The traffic destined for Boulder City would not use Alternative D. Therefore, though Alternative D would provide acceptable congestion levels, it would not eliminate traffic on city streets entirely.

Response to Comment D130-2.113
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

FEIS Section 4.15.2 notes that all of the build alternatives are intended to satisfy the need for reducing the frequency of vehicle crashes in comparison to No Build (Alternative A). Therefore, the build alternatives would indirectly reduce the occasion for accidental spillage associated with vehicle crashes. Cleanup of hazardous waste or materials spills associated with a vehicle crash would be expected as a part of the response to each crash.

Response to Comment D130-1.64
See response to Comment D130-1.63.

Response to Comment D130-2.114
See response to Comment D65-2.55.

Response to Comment D130-1.65
The widening of U.S. 93 through Hemenway Valley (a characteristic of both Alternatives B and C) is intended to alleviate congestion. Access points will be distributed in Hemenway Valley through use of a frontage road.
Response to Comment D130-3.30
Because Alternative D passes through mostly open desert area, the options for future expansion or staged construction are feasible.
Response to Comment D131-1.66

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

Benefits of other alternatives are presented in the FEIS, in addition to negative aspects of Alternative D.

Response to Comment D131-1.67

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

Noise increases would be minimized using sound barriers. Safety would be achieved by separating through-town freeway traffic from arterial sections of Boulder City.
Response to Comment D132-2.115
The Notice of Availability of the DEIS was placed in the Federal Register on February 15, 2002, and the public hearing was held on April 4, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506).

Response to Comment D132-2.116
A description of Alternative C (through-town alternative) can be found in Section 2.5 of the FEIS. A discussion of all of its environmental impacts can be found throughout Chapter 4. The alternative referred to as the "Northern Alternative" was a corridor through the River Mountains north of Boulder City. This alternative was eliminated in the original evaluation of the 16 corridors (see FEIS Chapter 2).

Response to Comment D132-1.68
Alternative D is a southern bypass around Boulder City, south of which there is no residential development. The centerline of the alignment, as of the most recent development, is 0.8 mile from the nearest residence, at a location in the southern portion of the development along Buchanan Boulevard (see Preliminary Engineering Report drawings).
A last sheet should be mailed to Denver, Boulder City, and Boulder City.

A record of the list will be available in Boulder City at public price.

Thank you.

[Signature]
Response to Comment D133-2.117
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer also to response to Comment D6-2.4.

Response to Comment D133-2.118
Alternative B would widen a substantial portion of the existing U.S. 93 through Boulder City and add grade-separated interchanges at key locations. Comment noted.
Response to Comment D134-2.119
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer to response to Comment D6-2.4.

Response to Comment D134-3.31
Comment noted. See response to Comment D78-3.23.
Response to Comment D135-3.32
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D135-5.23
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D135-6.27
The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.
Response to Comment D136-1.69
Alternatives B and C utilize more of the existing corridor than Alternative D, which would require additional land acquisition from Boulder City, BLM, and NPS. FEIS Section 4.9.2 discusses potential direct and indirect land use impacts associated with implementation of the build alternatives. Overall, potential land use impacts associated with Alternative D would be similar, the same, or less than for Alternatives B and C. FEIS Chapter 7 evaluates potential impacts to Section 4(f) properties, including historic sites and public parkland. Section 4(f) impacts would be greatest for Alternative C compared to Alternatives B and D.

Response to Comment D136-3.33
Comment noted. Refer to response to Comment D5-3.2.

Response to Comment D136-2.120
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D136-2.121
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Alternative D would result in the largest area of habitat disturbance (679 acres) versus Alternatives A, B, and C.

Response to Comment D136-4.53
Comment noted.

Response to Comment D136-2.122
As described in Section 4.14, Alternative D would affect recreational trails and NPS backcountry roads. Appropriate mitigation measures, including the construction of crossings at backcountry roads and recreational areas, are further described in this section of the FEIS.
Response to Comment D136-2.123
The Notice of Availability of the DEIS was placed in the Federal Register on March 15, 2002, and the public hearing was held on April 4, 2002. The comment period closed on May 10, 2002. The DEIS was available through the project website as of March 15, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506), requiring a 45-day comment period for review and comment on the document.

Response to Comment D136-2.124
Two public meetings were held in January and April 2000, in which alternatives were developed based on the problems and recommended solutions identified by residents of Boulder City and Henderson. Following the scoping period and continuing up through the DEIS public hearings, the public outreach process will continue through the completion of the FEIS and approval of the ROD. The following is a list of the key public outreach activities and processes being undertaken for this project:

- Public Meetings/Open House Forums
- Public and Agency Chartering Meetings
- Presentations at City Council Meetings
- Presentations to Stakeholder Groups
- Boulder City Cable Television Programs
- Community Working Group Meetings

Response to Comment D136-3.34
The estimated cost of the preferred alternative, including the cost of mitigation, will be presented in the ROD for the project.

Response to Comment D136-2.125
FEIS Section 4.3.2 identifies mitigation for project impacts on the LNMRA. The increase in noise within the LNMRA does not exceed the FHWA threshold required for construction of sound barriers.

Response to Comment D136-2.126
The DEIS has been made available to the public in accordance with NEPA regulations. DEIS availability was advertised prior to public release of the DEIS on the project web page, project newsletters, and local newspapers.
D137

Boulder City

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April 4, 2002

PLEASE PRINT
Name: VAUGHN R. LEATHER
Address: 536 BIRCH ST.
Boulder City, NV 89005

Please add my name to your mailing list: Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

[Space for response]

I would prefer the "No Build" alternative because I feel that all of the other
alternatives would have an unacceptable impact on some portion of Boulder City's
residents.

[Space for response]

D137-4.70

I had felt that the "Southern Alignment" would be an acceptable solution to the problem
when I had heard that it was being planned to run south of the Mead Substation. Now I
see that it is being planned to run north of the Mead Substation, and I feel that this
alignment would have an unacceptable impact on the residents in that area of town.

[Space for response]

2. Which alternative do you prefer least and why?

[Space for response]

Response to Comment D137-1.70
The FEIS presents negative impacts for all four alternatives considered,
which are summarized in the Executive Summary.

In the initial screening of 16 alternatives, an alignment for the southern
bypass south of the Mead Substation (further south than Alternative D)
was eliminated because it did not provide additional positive features
with respect to noise and visual impacts, and it provided negative
qualities of an additional mile of roadway and drainage impacts (see
FEIS Chapter 2, Section 2.4).
Response to Comment D138-5.24
Comment noted.
Response to Comment D138-6.28

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

The Hoover Dam Bypass project has completed its EIS, and design is underway. The location of 1,500 feet south of the dam is not considered by FHWA to be too close to the dam.
Response to comment D139-2.127

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

Refer also to responses to Comments D6-2.4 and D8-2.6.

Response to Comment D139-2.128

Comment noted. Refer to response to Comment D54-2.44.
My grandparents live right where the freeway will be. This is a home where my great-grandparents grew up. It means a lot to our family. This choice would only bring more traffic and noise to Boulder City. I feel choice D would benefit everybody. There are no homes where the choice D is routed. I hope that everyone gets resolved & everyone is happy. Thank you for your time.

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

Name: Linda Schrick
Address: 1360 Denver Street
Boulder City, NV 89005

Please add my name to your mailing list: Yes [ ] No [ ]

1. Which alternative do you prefer most and why?
   - No build!
   - No by-pass bridge over Hoover Dam
   - No "Southern By-Pass" within a mile of town
   - No widening of the existing route

2. Which alternative do you prefer least and why?
   - They are all bad for Boulder City!

Response to Comment D140-5.25
Comment noted.
Response to Comment D141-5.26
Comment noted.

D141

Boulder City

COMMENT FORM
Boulder City U.S. 63 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Please add my name to your mailing list. Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

   "D" only

2. Which alternative do you prefer least and why?

   Any of the others!
Response to Comment D142-5.27
Comment noted.
Response to Comment D143-1.71
The construction of Alternative D would require some traffic rerouting and other construction impacts at either study limit (near Railroad Pass and at the east end). However, construction impacts would be much greater for either Alternative B or C, as they both utilize the existing U.S. 93 Corridor (see FEIS Section 4.17, Construction Impacts).

Response to Comment D143-2.130
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D143-4.54
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D143-2.131
A roadway pullout and vista point lookout would be developed atop Eldorado Ridge to provide views of Lake Mead.

Response to Comment D143-2.132
Alternative D would traverse primarily open space within Boulder City. Because development has not been planned for this area, the potential for conflicts with future land uses is limited. Since the city is the adjoining landowner, Boulder City has full control over whether adjoining development would occur (Section 4.9 FEIS).
Response to Comment D144-1.72
See response to Comment D143-1.71.

Response to Comment D144-2.133
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D144-1.73
Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections.

Response to Comment D144-4.55
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D144-2.134
See response to Comment D143-2.131.

Response to Comment D144-2.135
See response to Comment D143-2.132.
Response to Comment D145-5.28
Comment noted.
Response to Comment D146-1.74
Preference for Alternative C noted. Alternative C was developed as a through-town freeway that would move traffic through Boulder City at higher speeds while relieving congestion on the existing roadway. The environmental and economic impacts of Alternative C are identified in Chapter 4 of the FEIS.

Response to Comment D146-4.56
Comment noted.
Response to Comment D146-1.75

The Purpose and Need chapter (FEIS Chapter 1) identifies the current and future deficiencies of the existing U.S. 93 highway, including safety considerations and traffic projections. The diversion of traffic as part of Alternative D onto the new southern bypass will decrease traffic on U.S. 93 through Boulder City, thus reducing the potential for crashes.

Additionally with Alternative D, a new interchange at Railroad Pass, the existing intersection with the worst safety record within the project, will be constructed, addressing safety concerns.
Response to Comment D147-2.136
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer also to responses to Comments D8-2.6 and D9-2.7.
Response to Comment D148-3.35
Section 4.12 Social Impacts of the FEIS discusses the impacts on homes for each alternative. Alternative D would require no displacement of residences.

Response to Comment D148-4.57
Comment noted.
Response to Comment D148-4.58

Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D149-4.59
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D150-5.29
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D150-2.137
Opposition to Alternative B noted.
Response to Comment D151-2.138
Support for Alternative D and comment noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D151-2.139
Comment noted. See response to Comment D151-2.138.
A. I would support any plan that bypassed Boulder City but not B or C.
Response to Comment D152-2.140
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer also to responses to Comments D8-2.6 and D9-2.7.

Response to Comment D152-6.29
The Boulder City/U.S. 93 Corridor Study is a planning project considering traffic and safety impacts in a design year of 2027. The project is not an evaluation of present-day conditions.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.
Response to Comment D153-2.141

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

Refer also to responses to Comments D8-2.6, D15-2.13, and D6-2.4.
Response to Comment D154-5.30
Comment noted.

Response to Comment D154-2.142
Based on the analysis contained in Section 4.3 of the FEIS, Alternative D would not warrant noise abatement.
Response to Comment D155-3.36
Refer to response to Comment D5-3.2. Alternative C is described as a "new through-town alignment" with sufficient capacity to achieve an acceptable LOS at key links and intersections in the design year of 2027, as well as adhering to other requirements put forth in the Purpose and Need.

Response to Comment D155-3.37
Comment noted. The centerline of Alternative D passes approximately 0.8 mile from Georgia Avenue.

Response to Comment D155-2.143
Refer to response to Comment D9-2.7.
Response to Comment D156-1.76

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

The potential impacts of hazardous waste transport are addressed in the Hazardous Waste sections (3.15 and 4.15) of the FEIS.
Response to Comment D156-3.38
The Hoover Dam Bypass EIS has been completed, and bridge design is currently underway for a bypass 1,500 feet south of the dam. However, this is a separate project from the Boulder City/U.S. 93 Corridor Study and has no direct impact on the schedule of this project.

Response to Comment D156-4.60
Comment noted.
Response to Comment D157-2.144
Comment noted.

Response to Comment D157-4.61
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D157-3.39
Comment noted.

Response to Comment D157-1.77
Congress designated U.S. 93 as a CANAMEX route because it is a major commercial corridor for interstate and international commerce. This is further discussed in FEIS Section 1.1.
Response to Comment D157-2.145
See response to Comment D143-2.131.

Response to Comment D157-4.62
Preference for Alternative D noted. Alternative D, the Southern
Alternative, has been selected as the preferred alternative. Section 2.6 of
Volume I of the FEIS discusses the rationale for this decision.
Response to Comment D158-4.63
Preference for Alternative B noted.

Response to Comment D158-2.146
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Alternative D traverses open space land; however, uses such as the Mead Substation, rifle range, landfill, and transmission lines exist along the proposed alignment. Access to existing uses would be maintained, and wildlife crossings and other mitigation efforts would be incorporated into the final design.
Response to Comment D159-2.147
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Also see responses to Comments D6-2.4 and D8-2.6.
Response to Comment D160-1.78
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Preference for Alternative D is noted.

It is yet to be determined what would be done with the existing highway should the preferred alternative be constructed.

Response to Comment D160-2.148
See responses to Comments D8-2.6, D16-2.14, and C1-2.1

Response to Comment D160-1.79
The access points for Alternatives B and C were determined in the engineering development to be the most efficient means of maintaining access while minimizing congestion. See Preliminary Engineering Report for details of access points.
Boulder City

3. Other comments:

A freeway through Homewynd Valley would totally disrupt the lives of many residents. The environmental impact would be huge. The residents' homes and access to homes would be adversely affected. I think the freeway needs to go around Boulder City. Traffic going through after that would be the people who want to be there and that the economic impact would be minimal.

Response to Comment D160-2.149
Comment noted.

Response to Comment D160-4.64
Comment noted.
Response to Comment D161-1.80

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

Alternative D would provide a bypass for traffic not destined for Boulder City. The projected decrease in through-town traffic would provide increased safety in problem areas.

Response to Comment D161-1.81

FEIS Section 1.3.3 identifies the concerns raised in the comment as "needs" for the project. Alternatives B and C each propose a route within the developed area of Boulder City while providing access to businesses and communities. The FEIS does indicate that access to businesses would still be difficult with Alternative B. Alternative C would provide access to the commercial corridor with exits from the proposed U.S. 93 freeway at an extended Buchanan Boulevard and Lakeshore Road.
Response to Comment D161-4.65
Comment noted.

Response to Comment D161-1.82
The Roadway Capacity section of the FEIS (Section 1.3.1) discusses this need.

Response to Comment D161-1.83
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

NDOT is performing this study considering a design year of 2027. All analyses are being performed considering traffic conditions for this year, and alternatives are developed based on the design year.
Response to Comment D162-4.66
Preference for Alternative B noted.

Response to Comment D162-1.84
The Preliminary Engineering Report indicates that Alternative B would contain 1,250 m of its steepest grade (5.7 percent), Alternative C would contain 1,500 m of its steepest grade (5.7 percent), and Alternative D would contain 4,200 m of its steepest grade (6.0 percent).

Response to Comment D162-2.150
See response to Comment D25-2.18.

Response to Comment D162-4.67
Preference for Alternative B noted.

Response to Comment D162-2.151
All of the Build Alternatives (B, C, and D) would result in improved air quality versus the No Build (Alternative A) (see FEIS Section 4.2).
Response to Comment D162-4.68
Comment noted.

The people that live along Highway 19 knew that was an important highway when they bought their property.
Response to Comment D163-2.152
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer also to responses to Comments D25-2.25, D25-2.26, D25-2.28, and D30-2.32.

Response to Comment D163-2.153
Position and comment concerning Alternative C noted.

Response to Comment D163-4.69
Comment noted.
Response to Comment D164-2.154
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.


Response to Comment D164-6.30
The Hoover Dam Bypass project addresses traffic congestion at and approaching the dam. FHWA has completed the EIS for this project, and design is underway for a bypass bridge south of the dam.

Response to Comment D164-2.155
Comment noted. See response to Comment D113-2.98.

Response to Comment D164-3.40
Alternatives B and C would have greater construction-related impacts on the residential areas within Hemenway Valley (see FEIS Section 4.17). Following construction, both alternatives keep U.S. 93 traffic within Hemenway Valley. Social impacts of the construction of both alternatives are also discussed in Section 4.12 of Volume I of the FEIS.

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

Response to Comment D164-4.70
Comment noted.

Response to Comment D164-1.85
Alternative B, which keeps traffic on the existing U.S. 93 Corridor but with a widened roadway, would provide an acceptable LOS at key links and intersections. The presence of a frontage road in Hemenway Valley would aid in access maintenance and improve safety by separating local traffic from through-town traffic. However, trucks would continue to travel through the commercial corridor with Alternative B.
Response to Comment D164-6.31
NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 95 from Laughlin Highway (State Route [SR] 163), which is west of Laughlin, to U.S. 95 west of Boulder City. This segment of U.S. 95 will be widened to a four-lane highway. Improvements to U.S. 95 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.
Response to Comment D165-2.156

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
Comment Form
Boulder City U.S. 95 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

Name: Veneta J. Wilson
Address: P.O. Box 107048, Boulder City, NV 89006

Please add my name to your mailing list. Yes ☐ No ☒

1. Which alternative do you prefer most and why?

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl Jones, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 1703 South Stewart Street, Carson City, NV 89740.
Response to Comment D166-6.32

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Alternative D is a southern bypass, and of the four alternatives considered in this project, trucks are furthest from Boulder City upon construction of it.

The potential for a route through Laughlin along U.S. 95 instead of using U.S. 93 was considered in the Hoover Dam Bypass project (see the Hoover Dam Bypass EIS, Appendix B, for more information) and ruled out of consideration because it did not meet the Purpose and Need of that project. A truck route along U.S. 95 does not address traffic congestion or safety concerns at Hoover Dam, and traffic modeling indicates that the route will not sufficiently alleviate congestion in Boulder City in the design year of 2027.
Response to Comment D167-1.86

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

Alternative D was developed with the intent of providing a bypass for through-town traffic to utilize that would minimize traffic through Boulder City.
Response to Comment D168-1.87
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

Response to Comment D168-1.88
Social impacts of Alternatives B and C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.
Response to Comment D169-2.157
Support for Alternative B and comment noted.

Response to Comment D169-2.158
Position and comment concerning Alternative D noted.
COMMENT FORM
Boulder City/US. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT
Name: John Zimmer
Address: 794 Ave A
B.C. 89405

Please add my name to your mailing list. Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

[Signature]

2. Which alternative do you prefer least and why?

Submit comments at the meeting or mail comments to Daryl James, P.E., Chief, Environmental Services Division, Nevada Department of Transportation, 385 South Stewart Street, Carson City, NV 89712.
Response to Comment D170-5.31
The Notice of Availability of the DEIS was placed in the Federal Register on February 15, 2002, and the public hearing was held on April 4, 2002. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506).
Response to Comment D171-1.89
Access for emergency vehicles will be addressed if a build alternative is identified as the preferred alternative, and the plan will be detailed in the FEIS.

Response to Comment D171-4.71
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D171-1.90
The widening of U.S. 93 is intended to alleviate the congestion on the roadway, and access points will be distributed in Hemenway Valley through use of a frontage road.

According to the Air Quality analysis in Section 4.2 of the FEIS, the impacts of all build alternatives on air quality are approximately the same.

Social impacts of Alternative C are detailed in FEIS Section 4.12. The opinion of the bisection effect of Alternative B has been noted in the evaluation of the alternatives.
Response to Comment D172-2.159
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Response to Comment D172-4.72
Preference for Alternative D noted. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.
COMMENT FORM
Boulder City/U.S. 93 Corridor Study
Draft Environmental Impact Statement Public Hearing
April 4, 2002

PLEASE PRINT
Name: John P. Lever
Address: 4270 South Decatur, Suite B6
Las Vegas, NV 89103

Please add my name to your mailing list. Yes [ ] No [ ]

1. Which alternative do you prefer most and why?

[Handwritten: OVER]

2. Which alternative do you prefer least and why?


The current study begins approximately 100 feet east of Footills Drive. According to conversations with members of the NDOT staff, they indicate that the next study move from the above reference point to the spaghetti bowl.

I feel that the first study should be expanded westward approximately 200 feet west of the Wagon Wheel Interchange. My suggestion is based on the following facts:

1. A home builder is currently under construction to build 900 homes, and is working with the BLM for the trade of the land in that area that will expand his development 10 fold.
2. Car Country development is under negotiations to build 300 apartments, 300 condos, an extended stay hotel, and 400 time share units.
3. The Nevada State College will begin this fall with approximately 300 acres for future development. It will not be long before this college has at least 5,000 students in minimum attendance.

All of this development will be forced to use the Wagon Wheel Interchange which, with its current design, this interchange is insufficient to handle this amount of future growth. I have met with Joe Diamfrito, a public works engineer for the City of Henderson, and expressed my concern. He indicated the Henderson staff was meeting with Boulder City and NDOT in order to address my concerns and those of the city of Henderson.

Response to Comment D173-3.41
Comment and recommendation for additional analysis noted.

A discussion of cumulative impacts in the vicinity of the project area, including the Wagon Wheel interchange mentioned in the comment, is located in FEIS Chapter 6.
Response to Comment D174-2.160

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

Preferre for Alternative B noted. Increased average traffic volume is expected for each build alternative, resulting in an increased potential for wildlife/vehicle collisions without mitigation. As discussed in DEIS Section 4.4, Alternative B is expected to affect approximately 327 acres of habitat.

Response to Comment D174-2.161

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

Opposition to Alternative D noted.

Reductions in traffic volumes within the Boulder City would be expected to decrease with implementation of Alternative D, which reroutes traffic to the south. This reduction of traffic will reduce noise on existing U.S. 93 through residential areas. Noise analyses have demonstrated that the new highway bypass will not increase noise levels beyond the critical FHWA threshold for any residences in the southern portion of Boulder City. Refer to Section 4.3 of Volume I of the FEIS for further details on the noise analysis.
Response to Comment D174-1.91
Implementation of Alternative D would result in enhanced emergency service responsiveness within Boulder City due to a reduction of traffic congestion and delays. Alternative D would be designed and constructed to the latest highway performance standards. There is no reason to believe that its construction would result in a high volume of traffic-related incidents.

Response to Comment D174-2.162
Refer to DEIS Sections 4.3 and 4.10 for discussions of impacts to noise and visual resources, respectively.

Response to Comment D174-3.42
Comment noted.
Response to Comment D175-5.33
This route was considered in the Hoover Dam Bypass EIS, but it was eliminated in the early stages because of extremely high impacts to the LMNRA. The Hoover Dam Bypass EIS has been completed, and design is underway. The Boulder City/U.S. 93 Corridor Study project will tie into the western study limits of the Hoover Dam Bypass.

Response to Comment D175-3.43
Preference for Alternative C noted.

Response to Comment D175-2.163
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

Refer to the DEIS for discussions of potential impacts to biology (Section 4.4), economics (Section 4.11), and noise (Section 4.3) resources.

Response to Comment D175-1.92
As noted in Section 4.11.1 of the FEIS, a study of the likely impacts of a southern bypass such as Alternative D on Boulder City’s local economy was conducted in March 2000. The study concluded, in part, that a potential exists for a 5 percent loss in total sales and a 4 percent loss in total employment in Boulder City from implementation of Alternative D. This negative impact, however, could be counteracted to some extent by other positive influences resulting from increased mobility and reduced truck traffic in town, as well as from construction of proposed golf course developments, ongoing redevelopment of the historic downtown area, and Boulder City’s proximity to the fast-growing areas of Henderson and Las Vegas.

As described in FEIS Section 4.3.1, noise-sensitive areas located along the existing U.S. 93 alignment would experience major reductions in traffic noise levels through implementation of Alternative D. Social impacts associated with each of the build alternatives are noted in FEIS Section 4.12.2. Alternative D would divert most non-local traffic away from developed areas in Boulder City, resulting in substantially decreased congestion, noise, and traffic safety impacts compared to existing conditions.
Response to Comment D175-6.34

The Hoover Dam Bypass project has completed its EIS and design is underway. The location of the new bypass bridge will be 1,500 feet south of the dam. Congestion at the dam for through traffic was one of the goals established in the Purpose and Need of that project.

Response to Comment D175-4.73

Comment noted.

Response to Comment D175-3.44

Comment noted.

Response to Comment D175-6.35

Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume 1 of the FESIS discusses the rationale for this decision.

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

NDOT has a project in the 3-year Statewide Transportation Improvement Program (STIP) to widen the two-lane segment of U.S. 93 from Laughlin Highway (State Route 163), which is west of Laughlin, to U.S. 93 west of Boulder City. This segment of U.S. 93 will be widened to a four-lane highway. Improvements to U.S. 93 will be a three-phase project. The first phase is from the northern limits of Searchlight to 29 km (18 miles) north. This phase was completed in the fall of 2003. The second phase will be from the northern end of the first phase, to the junction with U.S. 93 at Railroad Pass. Phase 2 will be developed to be compatible with the preferred alternative (Alternative D), and it is scheduled to be completed by late 2004. The third phase is from Searchlight to SR 163, 32 km (20 miles) to the south, with construction anticipated to begin in fall 2004, again depending on traffic, safety needs, and funding availability. It is anticipated Phase 3 will be constructed in late 2005 or 2006.
Response to Comment D176-3.45
Preference for Alternative B or C noted.

Response to Comment D176-3.46
Rationale for opposition to Alternative D noted.
Response to Comment D176-6.36
Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision. Alternative D is a southern bypass around Boulder City.

The Hoover Dam Bypass project EIS addresses traffic and safety problems at the U.S. 93 crossing of the Colorado River, and the Boulder City/U.S. 93 Corridor Study EIS ties directly into this project. The Hoover Dam Bypass will be a bridge 1,500 feet south of the dam, and it is currently under design.

Response to Comment D176-3.47
Comment noted.

Response to Comment D176-3.48
Comment noted.

Response to Comment D176-3.49
Comment noted. All NDOT/FHWA projects adhere strictly to state and federal regulations for planning, design, and construction of new facilities.
Response to Comment D177-2.164
Preference for Alternative B noted.

Response to Comment D177-6.37
There is no Alternative E in the Boulder City/U.S. 93 Corridor Study. Alternative D, the Southern Alternative, has been selected as the preferred alternative. Section 2.6 of Volume I of the FEIS discusses the rationale for this decision.

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

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

Response to Comment D177-2.165
Opposition to Alternative D noted.
Response to Comment D177-3.50
Opposition to Alternative D noted. Lack of access along the Alternative D route is expected to minimize potential development in this area.
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