

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

## **RE-EVALUATION**

**of the**

### **FINAL ENVIRONMENTAL IMPACT STATEMENT BOULDER CITY/US 93 CORRIDOR STUDY**

**(BOULDER CITY BYPASS)**

**DE-PLH-093-1(007)  
FHWA-NV-EIS-00-02-F  
CLARK COUNTY, NEVADA  
February 2013**



**FEDERAL HIGHWAY ADMINISTRATION  
NEVADA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL IMPACT STATEMENT RE-EVALUATION**

**Project Name:** Boulder City/US 93 Corridor Study (Boulder City Bypass)

**Project Location:** The project is primarily located in Boulder City, Clark County, Nevada. The project consists of a continuous four-lane, controlled access, divided freeway and highway between a western boundary at the end of I-515 on US 93/US 95 in Henderson, Nevada (US 95 Milepost 59.10), and an eastern boundary on US 93, about three-quarters of a mile east of the Hacienda Hotel and Casino near Hoover Dam (Figure 1).

**Project Identification Numbers:**

Nevada Department of Transportation (NDOT) Project ID Number: 73307 (Phase 1) and 73320 (Phase 2)  
Federal Highway Administration (FHWA) Project ID Number: DE-PLH-093-1(007)

**Document Type & Approval Date:**

Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation: April 2005  
Record of Decision (ROD): December 8, 2005  
Re-evaluations: October 26, 2009 and May 10, 2011

**Date of Last FHWA Major Approval Action:**

Authorization, 093-1(010) was given on August 20, 2009 for right-of-way acquisition.  
Authorization, 0003(163) was given on September 4, 2012 for Package 2 construction

**Project History:**

This document is prepared to re-evaluate the changed conditions of the above reference project and to determine if the original FEIS and ROD remain valid (23 CFR 771.129). It covers only changes that have occurred since the last re-evaluation of the Boulder City Bypass project approved by the FHWA dated May 10, 2011.

The purpose of the project is to provide overall transportation improvements in the US 93 corridor by reducing traffic congestion, increasing safety, and improving regional mobility while maintaining or improving local circulation and access to local businesses. The Boulder City/US 93 transportation improvements address:

- Resolving traffic problems in the vicinity of Boulder City
- Extending freeway status of I-515 to the US 93/95 interchange
- Improving operations at the junction of US 93/95
- Creating a safer transportation corridor
- Accommodating future transportation demand
- Improving system linkage on US 93 and maintaining route continuity

The alternatives selected for study in the 2005 FEIS addressed existing US 93 roadway deficiencies and provided system linkage and route continuity for sections of US 93 approaching Boulder City by providing an alternate freeway route which has better operations through additional capacity, higher design speeds, a more consistent roadway cross section, and a continuous access-controlled facility throughout the project limits.

Alternative D was selected as the alternative to be built. This alternative is a southern bypass of Boulder City connecting the western and eastern study limits of the project. It consists of a continuous four-lane, controlled-access, divided freeway and highway passing south of the developed area of Boulder City. The alignment begins at the Foothills Road grade separation, crosses under the existing Boulder City Branch Railroad (BCBRR), and continues just south of the existing highway to a new interchange near the Railroad Pass Hotel and Casino. From there, the freeway continues south and east to US 95 with a new interchange approximately 1.2 miles south of the existing US 93/95 interchange. The highway alignment then continues south and east towards Western Area Power Administration's (WAPA's) Mead Substation, running approximately 0.85 mile south of Georgia Avenue, just north of the Mead Substation. It then turns northeast to generally parallel the transmission corridor between the Boulder City Municipal Landfill and the Boulder City Rifle and Pistol Club range. Prior to descending into the headwaters of Goldstrike Canyon it enters the National Park Service (NPS) Lake Mead National Recreation Area (LMNRA) crossing a ridge representing a western extension of the Eldorado Mountains, east of the developed portion of Boulder City. The highway ties into the Nevada interchange of the US 93 Hoover Dam Bypass project approximately 0.75 mile east of the Hacienda Hotel and Casino.

The project has been split into two phases; Phase 1 begins at the Foothills Road grade separation and ends at a new interchange 1.2 miles south of the existing US 93/95 interchange. Phase 2 continues from the new US 93/95 interchange across the northern portion of Eldorado Valley, crossing over the Eldorado Mountains and connecting with the Nevada interchange 0.75-miles east of the Hacienda Hotel and Casino.

In 2011, Governor Brian Sandoval signed into law Senate Bill 506 directing the Regional Transportation Commission of Southern Nevada (RTC) to establish a demonstration project for a toll road in connection with the Boulder City Bypass project and authorized the RTC to enter into one or more public-private partnerships to design, construct, develop, finance, operate or maintain the project. In consultation with FHWA and NDOT it was determined tolling would be best applied to the Phase 2 segment of the project. The law also indicates the demonstration project must be and remain a public highway owned by the RTC. At present, the Boulder City Bypass is by law the only roadway in Nevada that can be tolled.

The 2012 federal transportation authorization bill (MAP-21) amended the 1991 federal transportation authorization bill (ISTEA) defining US 93 between Phoenix and Las Vegas as a high priority corridor and designated it as Interstate 11. MAP-21 also included nation-wide provisions for facilitating the application of tolling to the Interstate Highway System. Regardless of ownership of an Interstate Highway (NDOT or RTC), the FHWA administers and retains approval over all actions occurring within the Interstate Highway System right-of-way and remains responsible for compliance with the National Environmental Policy Act (NEPA) for Interstate projects.

Phase 1 construction began in January 2013 and could be completed by 2020. To keep the project moving forward and to take advantage of smaller available amounts of funding, Phase 1 is currently divided into five smaller construction packages. The construction of each package is subject to availability of funds.

Package 1 consists of right-of-way acquisition. NDOT has been named in an inverse condemnation case concerning the Jericho Heights property which is anticipated to take up to a year to resolve in court. A court decision against NDOT could significantly increase the costs for the project by several tens of millions of dollars. Significant cost increases could cause a delay to the project schedule but all efforts will be made to keep NDOT's Phase 1 schedule in line with RTC's schedule for Phase 2.

Package 2 consists of biological clearance, utility relocations, grading for the west frontage and associated hydraulic features.

Package 3 consists of construction of the mainline roadway and structures to the new interchange for access to what will become old US93/95 and the Railroad Pass area.

Package 4 consists finishing the mainline and associated structures from where Package 3 finished to connect with US 95 at milepost CL 55.10 completing all elements of Phase 1 for full use from the Foothills Road grade separation to the new US 93/95 interchange.

Package 5 is the construction of BCBRR/mainline bridge. This package may be combined with Package 3 if the availability of funds allows.

If Phase 2 is determined to be feasible using a public, private partnership financing structure, it is anticipated that construction could begin in 2015/16, with completion in 2018/19. Additionally, there exists the potential that the same Public Private Partnership used to fund and construct Phase 2 of the Bypass could also include the construction of Phase 1, thus affecting the delivery schedule of both phases.

The Initial Financial Plan for the Boulder City Bypass Project (currently under review by FHWA) indicates an estimated total cost to complete at \$609.6 million in year-of-expenditure dollars with a 70% confidence level. Phase 1 accounts for \$160.4 million and Phase 2 for \$449.2 million. A revised preliminary engineer's estimate for Phase 2 places the potential cost at about \$322 million.

The draft Regional Transportation Plan (RTP), 2013-2035 includes construction funds for Phase 1 and only funds for preliminary engineering and financial analysis for Phase 2. Construction of Phase 2 is shown in the appendix of the RTP as unfunded.

I. Proposed Action:	Yes	No
1. Have changes occurred in the project scope or limits since the approval of the original environmental document or subsequent environmental re-evaluation?	X	
2. Has there been a change in the project design parameters since the original FEIS and ROD or since the last re-evaluation was approved?	X	

The scope of the project has changed to potentially include tolling of Phase 2 of the FEIS/ROD Preferred Alternative D southern bypass. This tolling concept would be applied to approximately 12 miles of new highway along the Preferred Alternative D alignment bypassing Boulder City generally to the south and east. All lanes constructed would be subject to toll. Except for the interchanges at the project's eastern and western termini, there are still no planned intermediate access locations. However, an emergency access ramp for fire, police, and other emergency vehicles is still planned at Buchanan Boulevard. A single mainline toll plaza would consist of two electronic toll lanes in each direction and three credit card/cash toll lanes in each direction. The Bypass will be signed and promoted effectively to encourage maximum usage. Assumed optimum toll rates are presented in Table 1.

**Table 1. Assumed Toll Rate Schedule**

Vehicle Class	Implementation Year	
	2018	2035
<b>Passenger Cars</b>		
Automobile	\$ 2.25	\$ 3.50
Automobile w/1- axle trailer	\$4.50	\$7.00
Automobile w/2- axle trailer	\$6.75	\$10.50
<b>Commercial Vehicles</b>		
2-axle, 6 tire	\$2.25	\$3.50
3-axles	\$4.50	\$7.00
4-axles	\$6.75	\$10.50
5-axles	\$9.00	\$14.00
6-axles+	\$11.25	\$17.50

Source: CDM Smith 2012 Sketch level Traffic and Revenue Study Boulder City Bypass

The following design modifications are now proposed:

**Phase 1**

- The BCBRR bridge was realigned in order to reduce the skew which facilitates use of a lower cost bridge structure that can be more easily incorporated into the multiple construction package schedule (Figure 2).
- A pedestrian/bike path connecting the River Mountains Loop Trail with the west frontage road pedestrian/bike path (Figure 2). This element will include a structure allowing the path to cross above the subgrade mainline portion of the highway. It is tentatively located north of the BCBRR bridge structure but no specific location has been identified. The City of Henderson received a grant to construct this connection, but it is tentatively planned to be built as part of Package 3 by NDOT's contractor.

**Phase 2**

- In order to reduce the number of conflicts between the Bypass and WAPA transmission towers, the highway profile is to be reduced follows (Figure 3):
  - From approximately two miles east of US 95 to approximately three miles east of US 95, the profile has been lowered an average of two feet
  - From Buchanan Blvd. eastward to Boy Scout Canyon Road, a distance of nearly three miles, the profile has been lowered an average of five feet.
  - For a distance of nearly one-half mile south of the Intertie Access Road, the profile has been lowered an average of seven feet.

In addition to reducing conflicts with WAPA towers, lowering the profile also reduces the volume of fill needed to be placed as embankment thereby reducing the area of fill placement. Any modification to WAPA's transmission facilities must be coordinated to coincide with low demand power season (generally October through April).

- A truck climbing lane is proposed to improve traffic operations on the northbound Bypass' proposed 6% upgrade from the Nevada Interchange to the crest of the Eldorado Mountains ridge, a distance of approximately two miles (Figure 3).
- A single proposed toll plaza would consist of two electronic toll lanes in each direction; three credit card/cash toll lanes in each direction; an electronic tolling system including toll collection machines; shade structures over the toll collection machines; and parking for maintenance personnel. Two locations for the plaza are currently being considered. Toll Plaza Site 1 is located on the Bypass, south of Boulder City, 1.5 miles east of US 95. Toll Plaza Site 2 is located on the Bypass, southeast of Boulder City, 6.0 miles east of US 95. (Figure 3)
- A scenic view parking area is proposed on the outside shoulder along the southbound side of the divided highway where the highway crosses through the ridge of the Eldorado Mountains, below the ridge to provide the best scenic viewing opportunity along the highway in a northward facing direction (Figure 3). A scenic view parking area on the opposite side of the highway is not proposed. A deceleration ramp and an acceleration ramp are included to allow traffic to safely slow from highway speeds to stop within the parking area and then to safely accelerate to highway speeds from the parking area to rejoin highway traffic. The parking area would accommodate ten automobiles and one bus, parallel parked, with a 10 ft. wide sidewalk observation area, with maximum slopes of 2% to meet Americans with Disabilities Act criteria.
- A reconfiguration of the Nevada Interchange will allow the Bypass to tie into US 93 (Figure 4). This reconfiguration is needed regardless of whether or not the Bypass is tolled to connect the Bypass to the Hoover Dam Bypass highway and maintain existing local access connections to Hoover Dam, the Hacienda Hotel and Casino, and LMNRA.

II. Purpose and Need of Project:	Yes	No
Has there been a change in the project purpose and need from what was described in the original environmental document or subsequent environmental documents?		<b>X</b>

Tolls are primarily collected to ensure that there are adequate funds to build and maintain a transportation facility. With the exception of the Boulder City Bypass demonstration project, tolling of roads remains illegal in Nevada. Because cost was not an explicit consideration in the development of reasonable and feasible alternatives for the project the consideration of tolling for this project would not have affected the development of the range of alternatives. Instead, alternatives were developed using the following criteria: Accessibility, Operations, Safety/Design, Environmental Impacts, Implementation, and Socioeconomics impacts (FEIS Chapter 2). None of the criteria explicitly included the overall cost of a proposed alternative as a factor to be considered in eliminating or keeping it. Instead, it was impacts to the surrounding human and natural environment and developing the environmentally least damaging alternatives while still meeting the original purpose and need for the project.

Assuming tolling was applied to any or all the alternatives studied in the original FEIS, Alternative D would remain the preferred alternative because the application of a toll would not substantially affect the 5 criteria cited in the Record of Decision (ROD) used to select Alternative D as the preferred alternative and the determination of it as the least environmentally damaging practicable alternative. As the most expensive alternative, even if tolling was considered for only Alternative D, it would remain the preferred alternative for the same reasons. Additionally, applying a toll to the through town alternatives would likely result in substantial design modifications to those alternatives in order to implement toll collection without substantially impacting local traffic access and movement within Boulder City and between Boulder City and the Las Vegas Valley.

The decisions reached in the 2005 FEIS and ROD regarding the dismissal of conceptual alternatives and alignment alternatives remain valid.

The ability of the Bypass to attract users depends upon the willingness of interstate travelers to pay a toll for a minor savings in time under the perception that remaining on the highway travelling at 70 mph and avoiding congestion in downtown Boulder City merits payment of the toll. Use of the Bypass reduces travel time 3.8 - 4.1 minutes for northbound users and 3.6 - 3.9 minutes for southbound travelers. During holiday weekends, with peak back-ups of nearly 4 miles, the Bypass could save up to 24 minutes of additional travel time, thus taking a tolled Bypass a more desirable option.

Currently (2012), 13,660 vehicles per day are estimated to be through trips based on traffic counts and video stations. This represents 38% of traffic entering Boulder City from the north and 82% of traffic entering from the

south. This figure is consistent with an inferred through trip rate of 13,000 for 1999 presented in the 2005 FEIS. Estimated average daily volumes using optimum toll provided in Table 1 indicate about 6,000 vehicles would use the tolled segment of the Bypass in 2018 and 9,000 would use it by 2035.

With 44% of potential Bypass through traffic electing to use a tolled Bypass does the project still meet the original purpose and need of the project?

**Roadway Capacity (FEIS Section 1.3.1)**

A tolled Alternative D will still serve to eliminate traffic performance and safety concerns associated with the existing signalized intersection at Railroad Pass. Levels of service (LOS) for the two signalized intersections within Boulder City along US 93 are provided in Table 2.

Between a tolled and untolled Bypass there is only a decrease in LOS anticipated for the AM peak hour and each option allows both intersections to continue to provide acceptable levels of service for users well into the future.

**Roadway Deficiencies (FEIS Section 1.3.2)**

A tolled Alternative D Bypass would still serve to eliminate the at-grade railroad crossing between Foothills Road and Railroad Pass. It would also eliminate roadway deficiencies at the Railroad Pass signalized intersection and the existing US 93/US 95 interchange. It would still reduce the amount of congestion through Boulder City by removing through heavy truck traffic from the US 93/Buchanan Blvd intersection and from the northbound uphill grade through Hemenway Valley. A tolled Bypass would also still improve roadway operations at the Hacienda Hotel and Casino. A tolled Alternative D would still provide an access controlled freeway between Foothills grade separation and the Nevada Interchange.

**Table 2. Signalized Intersection Levels of Service**

Year and Alternative	US 93 and Veteran’s Memorial Drive		US 93 and Buchanan Boulevard	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2011	C	C	C	D
2035 No-Build	C	D	D	E
2035 Tolled	C	C	D	D
2035 Untolled	C	C	C	D

Source: Louis Berger Group 2012 Boulder City Bypass Traffic Forecast Memorandum Table 5-3.

**Safety (FEIS Section 1.3.3)**

The FEIS identified the following three intersections as “high-crash intersections”:

- US 93/95 at Railroad Pass Hotel and Casino
- US 93/Buchanan Blvd.
- US 93/Lakeshore Road

A tolled Alternative D still increases safety by reducing, albeit by a lesser magnitude than an untolled facility, the number of vehicles through Boulder City and by eliminating the existing dangerous roadway connection at the Railroad Pass Hotel and Casino. In addition, improvements made to existing US 93 from the US 93/Buchanan intersection through Hemenway Valley to the Nevada Interchange further serve to make operations of the facility safer for local users.

**System Linkage and Route Continuity (FEIS Section 1.3.4)**

The expected through traffic of the Bypass consists of 10% commercial vehicles. US 93 (I-11) will remain a vital system link in the CANAMEX Corridor and tolling is not expected to deter commercial through traffic from the Bypass. Additionally, with the designation of the Boulder City Bypass Project as part of Interstate 11, a full control access roadway will be needed to meet required Interstate Highway design standards.

III. Environmental Consequence	Yes	No
Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e., new legislation, transportation infrastructure, or protected resources)?	X	

New legislation includes passage of SB506 by the Nevada Legislature in 2011 directing RTC of Southern Nevada to establish a demonstration project for a toll road in connection with the Boulder City Bypass project.

Between June and November 2011, NDOT completed improvements to existing US 93 from the Buchanan Blvd./US 93 intersection to the Nevada Interchange, approximately 5.5 miles. This project was undertaken to increase highway capacity through Boulder City in order to alleviate traffic backups that began with the opening of the Hoover Dam bridge bypass and the resumption of semi-truck traffic through Boulder City. This project widened US 93 from 1 to 2 lanes in each direction, added High T intersections at Lakeview Drive and Lakeshore Road, resurfaced existing pavement, and realigned the southbound off ramp of the Nevada interchange.

If a Public Private Partnership is unable to be arranged to complete construction of the Bypass project prior to 2020 it appears because of funding constraints that the project could be postponed to as late as 2030. If this is the case, in the interim NDOT may pursue additional improvements within Boulder City to further address traffic congestion associated with holiday and weekend peak use periods.

A. Right-of-Way	Yes	No
Will the proposed changes to the project require additional fee right-of-way or temporary or permanent easements?		X

The proposed adjustment of the BCBRR will not require additional right-of-way as the existing railroad right-of-way at the location of modification is currently surrounded by NDOT right-of-way. The new right-of-way alignment will reflect the current state of ownership/jurisdiction of subsurface and surface/track. This modification resides within the original FEIS study corridor for cultural and biological resources and an updated desert tortoise survey for this area was conducted in spring 2012.

Phase 2 is expected to generate excavation volumes which exceed embankment requirements. As a result, excess excavation will be disposed of off-site. The City of Boulder City has requested that the Boulder City Landfill be used as a disposal area, where the material would be used for beneficial purposes. The Boulder City Landfill is located approximately one-half mile west of the highway mid-way along the Bypass. The Landfill is accessible from the proposed highway alignment along two existing roads, from Boy Scout Canyon Road and from a WAPA transmission line maintenance road.

B. Social Impacts and Environmental Justice	Yes	No
1. Will the proposed changes affect neighborhoods or community cohesion?		X
2. Will the proposed changes to the project affect travel patterns or accessibility (e.g. vehicular, commuter, bicycle, or pedestrian)?	X	
3. Will the proposed changes to the project impact school districts, recreation areas, churches, businesses, police and fire protection, etc.? If yes, include the direct and the indirect impacts that may result from the displacement of households and businesses.		X
4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?		X
5. Will the proposed changes have a disproportionately high and adverse effect on minorities or low-income populations?		X

Boulder City can still be characterized as a non-minority, reasonably affluent community. Tables 3 and 4 provide the latest census data for the community.

The Traffic & Revenue Study determined using US 93 instead of the Bypass would save 3.8 miles of driving distance, but take 4 minutes of additional driving time. The cost of operating a motor vehicle is usually expressed in dollars per mile. For all motorists, the vehicle cost in terms of fuel, depreciation and maintenance would be less using US 93 through Boulder City than using the Bypass around Boulder City. Therefore, for low income travelers, there would be no additional cost of not using the toll road. For all motorists, the cost of using the Bypass including vehicle costs plus paying the toll (at a toll rate of \$2.25 per vehicle), would exceed the vehicle costs of using US 93 through Boulder City.

**Table 3. 2010 Boulder City Race and Minority Profile**

Racial/Ethnic Characteristics	Boulder City	
	Number	% of Total
<b>Total Population</b>	<b>15,023</b>	<b>100.0%</b>
White Alone	13,866	92.3%
<i>Non-Hispanic White Alone</i>	13,215	95.3%
<i>Hispanic White Alone</i>	651	4.7%
Black or African American alone	130	0.9%
American Indian and Alaska Native alone	125	0.8%
Asian alone	169	1.1%
Native Hawaiian and Other Pacific Islander alone	40	0.3%
Some Other Race alone	242	1.6%
Two or More Races	451	3.0%
Minority	1,808	12.0%
Hispanic or Latino (any race)	1,061	7.1%

Source: U.S. Census Bureau, 2010.

**Table 4. 2010 Median Family Income**

Geographic Area	Median Family Income	% of County Median
Clark County	\$63,888.00	--
Boulder City	\$79,089.00	123.8%
Census Tract 55.01	\$65,821.00	103.0%
Block Group 1	\$37,232.00	58.3%
Block Group 2	\$63,646.00	99.6%
Census Tract 55.02	\$100,361.00	157.1%
Block Group 1	\$98,333.00	153.9%
Block Group 2	\$100,329.00	157.0%

Source: U.S. Census Bureau, 2011

It is not anticipated there would be any disproportionate impacts to low-income or minority populations with the implementation of the proposed project due to the low distribution of trips between identified low-income and/or minority populations and the low percentage of these populations within the proposed project study area. In addition, non-toll alternatives would still be available for use.

Currently (2012), 13,660 vehicles per day are estimated to be through trips based on traffic counts and video stations. This represents 38% of traffic entering Boulder City from the north and 82% of traffic entering from the south. This figure is consistent with an inferred through trip rate of 13,000 for 1999 presented in the 2005 FEIS. Estimated average daily volumes using optimum toll provided in Table 1 indicate about 6,000 vehicles (44%) would use the tolled segment of the Bypass in 2018 and 9,000 would use it by 2035.

The City of Henderson received a grant to construct a pedestrian/bike path connecting the River Mountains Loop Trail with the west frontage road pedestrian/bike path. This connection includes a structure allowing the path to cross above the subgrade mainline portion of the highway. It is tentatively located north of the BCBRR bridge structure but no specific location has been identified at this time (Figure 2).

The City of Boulder City has requested an off-highway vehicle (OHV) undercrossing of the highway between US 95 and Buchanan Boulevard. The crossing would provide access across the highway for maintenance vehicles servicing areas on the two sides of the highway which have been leased for solar energy development. A location approximately 9/10 of a mile east of US 95 has been identified for the OHV undercrossing, without revision to the highway geometry (Figure 3).

<b>C. Economic Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?	X	
2. Will the proposed changes have an impact on established businesses or business districts?		X

With less through travelers projected to use the Bypass if it is a tolled facility, Boulder City businesses would be provided more opportunities to provide goods and services to those travelers.

<b>D. Agricultural Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect lands zoned for agriculture or forestry?		X
2. Will new or additional Federal Farmland Protection Policy Act coordination be required?		X

<b>E. Land Use</b>	<b>Yes</b>	<b>No</b>
1. Have there been changes in the local land use or transportation plans since the original document was approved?	X	
2. If yes, is the project consistent with the changes to the local transportation land use plan?	X	
3. Will the proposed changes to the project affect existing or proposed land uses?		X

The Boulder City Master Plan was updated in June, 2009 to incorporate the Bootleg Canyon Area Master Plan. The Bootleg Canyon Area is located well beyond the limits of the existing US 93, on the opposite side of Boulder City from the Bypass.

The June, 2009 Update of the Master Plan did not make any changes with respect to the Guiding Principles for Land Use Planning, Growth Management or Zoning. The 2003 Future Land Use Map of the Boulder City Master Plan as adopted in December 2003 and included in the 2005 FEIS continues to serve as the guiding document for land use planning. However, zoning and future land use maps are amended from time to time by ordinance as the City processes zone change or master plan change applications. Amendments affecting future land use along the proposed project alignment include the following:

- On February 14, 2012, the City Council approved a Master Plan change to reclassify a site leased by the City to the Korea Western Power Company (KOWEPO) from “Open Lands” to “Manufacturing-Energy” for the purposes of solar power generation (Figure 3). The site is located east of the existing US 95 and encompasses both sides of the proposed Bypass Alternative D alignment for about 1.75 miles from approximately 0.75 miles east of US 95 to the City Wastewater Treatment Plant. The KOWEPO lease reserves a 1,000 ft. wide corridor for the Bypass; and
- Also on February 14, 2012, the City Council approved a zoning map change designating the KOWEPO leased site as an Energy Zone.

In light of the approved Master Plan Map and zoning map changes, KOWEPO is proposing to erect solar panels on the land leased from Boulder City, outside the 1,000 ft. wide area reserved for the Bypass.

The Henderson City Comprehensive Plan, as identified in the College Area Plan approved in 2004 identified the private lands at Railroad Pass as Tourist Commercial and they remain designated as such as in January 2013. The planning horizon of this College Area Plan is through 2020. The “Jericho Heights” private lands were designated High Density Residential (24 dwelling units per acre) and Highway Commercial and they remain as such as of January 2013. With the exception of lands directly adjacent to the Foothills grade separation in the southwest quadrant all other land south of Foothills Road in Henderson is publicly owned and the zoning and land use designations have not changed since 2004 (Figure 5).

<b>F. Visual Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will changes in the project affect visual resources?	X	

There are proposed reductions in highway height between two and seven feet at several places accounting for almost 4.5 miles of roadway in order to reduce conflicts with WAPA power transmission lines. The addition of a toll plaza would also change the overall profile of the project at the eventual plaza location (Figures 6 and 7). Neither change would substantially alter the proposed transportation facility studied or its visual impacts as presented in the EIS.

<b>G. Indirect and Cumulative Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes induce adverse indirect or cumulative effects?		X

Air quality and traffic noise benefits will still be realized with a tolled Bypass.

<b>H. Historic Architectural Resources</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project that would affect Historic Resources?		X
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		X
3. Will a new survey of the area be required?		X

<b>I. Archaeological Resources</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project that would affect Archaeological Resources?		X
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		X
3. Will a new survey of the area be required?		X

<b>J. Native American Consultation</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in the project scope or design that may require additional consultation with affected Native American Tribes?		X

Consultation with appropriate tribes will resume when it is determined that construction of Phase 2 is imminent due to the sensitive nature of cultural resources in the vicinity of the upper Goldstrike Canyon area. See Section VII, response number 4.

<b>K. Wetland Impacts</b>	<b>Yes</b>	<b>No</b>
1. Are there changes in project scope or design that impact wetlands?		X
2. Acres (original/proposed): 0/0		
3. Fill quantities (original/proposed): cubic yards 0/0		
4. Dredge quantities (original/proposed): cubic yards 0/0		

<b>L. Fish &amp; Wildlife Impacts</b>	<b>Yes</b>	<b>No</b>
1. Will the proposed changes affect fish and wildlife resources?		X
2. Will the project changes require consultation with Nevada Department of Wildlife (NDOW) or the U.S. Fish and Wildlife Service (USFWS)?		X
3. Does the project affect Federally listed species or U.S. Forest Service listed species?		X

Continued coordination with NPS, NDOW, and other affected agencies will continue during final design development for Phase 2 and these agencies will be afforded the opportunity to comment on the location and suitability of the design of any wildlife crossings.

<b>M. Threatened and Endangered Species (T&amp;E)</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in status of listed T&E species directly or indirectly affected by the project?		X
2. Will new or additional consultation with State and Federal Agencies be required?	X	

Consultation initiated with the USFWS for Phase 1 will continue for Phase 2. New tortoise surveys will be performed for Phase 2 and a separate Biological Assessment will be submitted to the USFWS in order to append the Phase 2 undertaking to the FHWA/NDOT/USFWS Programmatic Biological Opinion (PBO) No. 84320-2010-F-0285.

<b>N. Water Body Involvement</b>	<b>Yes</b>	<b>No</b>
1. Have there been any changes to the project effects on water bodies? If yes, complete numbers 2-4 and describe in 5.		X
2. Project affects a navigable water body (as listed by USCG).		
3. Project affects navigable waters of the U.S. (as defined by the Corps).		
4. Project affects a listed coldwater fish stream.		

<b>O. Contaminated Sites</b>	<b>Yes</b>	<b>No</b>
1. Have there been any changes in the status of known or potentially contaminated sites along the corridor?		X
2. If buildings or residences are relocated, have they been evaluated for hazardous waste (i.e. asbestos?).	N/A	N/A

<b>P. Air Quality</b>	<b>Yes</b>	<b>No</b>
1. Is the project located in a non-attainment area?	X	
2. Will the project cause any new violations of the CO or PM10 NAAQS or increase the frequency or severity of any existing violation?		X
3. Will a new conformity determination be required?		X
4. Has there been a change in alignment or intersection/interchange re-configuration, or the inclusion of a new intersection that will require an updated CO and/or PM10 "hot-spot" analysis?		X

The project is located in Hydrographic Areas (HA) 212 and HA167. HA212 is currently designated by the Environmental Protection Agency (EPA) as non-attainment for coarse particulate matter and maintenance for CO. HA167 is currently designated by EPA as unclassifiable/attainment for the six identified criteria pollutants. Transportation conformity requirements apply only to federal actions in nonattainment or maintenance areas. A conformity analysis is not required in attainment areas and therefore a conformity analysis is not required for those activities located in HA167 [Clean Air Act, Section 176(c) (42 U.S.C. 7506(c) and [www.fhwa.dot.gov/environment/air\\_quality/conformity/](http://www.fhwa.dot.gov/environment/air_quality/conformity/)].

The proposed design modifications were evaluated for HA212 and HA167. Further project-level analysis and determinations are not required. This review confirmed previous determinations that the project will not have any adverse air quality impacts and will not violate the identified NAAQS.

The FHWA and the Federal Transit Administration made an air quality conformity determination on RTC's Transportation Plan and Transportation Improvement Plan (TIP), both of which include this project, on March 3, 2009. It should be noted that Phase 1 is funded and on the 2030 and the draft 2035 Regional Transportation Plan (RTP); Phase 2 is unfunded, but outside of the air quality non-attainment area.

<b>Q. Floodplains</b>	<b>Yes</b>	<b>No</b>
1. Have there been changes in the project effects to a regulatory floodway?		X
2. Does the project remain consistent with local flood protection standards?	X	
3. Have there been changes in the status of flood hazard ordinances?		X

<b>R. Traffic Noise</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in noise sensitive receivers and land uses adjacent to the proposed project?		X
2. Has there been a substantial change in vertical or horizontal alignment?	X	
3. Have traffic volumes changed?	X	
4. Has the number of through lanes changed?		X

The highway profile has been lowered an average of two feet from approximately two miles east of US 95 to approximately three miles east of US 95; the profile has been lowered an average of five feet from Buchanan Blvd. eastward to Boy Scout Canyon Road, a distance of nearly three miles; the profile has been lowered an average of seven feet for a distance of nearly one-half mile south of the Intertie Access Road (Figure 3).

The rate of growth projected for traffic volumes along the US 93 Boulder City corridor has slowed with the economy and projected traffic volumes presented in the 2005 EIS for a 2027 Build Year would now only begin to be approached by 2035 based on the revised traffic model.

The design modification classifying this re-evaluation as a Type 1 traffic noise project is the proposed addition of the truck climbing lane described under Section I. Therefore, existing conditions within the entire project limits were reviewed to evaluate changes to previous land uses, with resulting activity categories, and their location. There are no changes in conditions, the identified activity categories, or their locations as presented in previous studies and additional analysis is not required. The previous studies and conclusions remain valid.

Specifically, for existing and any new residential development occurring within the City of Henderson (COH) limits along Phase 1, the COH development standards require the developer to construct soundwalls. At present there are no new permitted developments and no existing developments in proximity to the project within Phase 1 without a soundwall already in-place. In addition, there are no new permitted developments adjacent to the remaining project limits.

<b>S. Water Quality</b>				<b>Yes</b>	<b>No</b>
1. Does the project impact a public or private drinking water source?					<b>X</b>
2. Will changes to the project affect the potential discharge of storm water into the waters of the State?					<b>X</b>
3. Does the project affect a designated impaired water body?					
<b>Waterbody ID</b>	<b>Size</b>	<b>Water Name</b>	<b>Location</b>		
NV13-CL-02_00	31.27 miles	Colorado River	from Hoover Dam to Lake Mojave inlet		
4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit?					<b>X</b>

<b>T. Wild and Scenic Rivers</b>		<b>Yes</b>	<b>No</b>
1. Will the changes in scope affect any designated wild and scenic rivers?			<b>X</b>

<b>U. Permits and Authorization</b>			<b>Yes</b>	<b>No</b>
1. Are there any changes in the status of the following permits and authorizations?				<b>X</b>
<b>Agency</b>	<b>Regulated Activity</b>	<b>Permit or Approval</b>		
US Army Corps of Engineers	Discharge of dredge or fill into US waters	Section 404 permit		
U.S. Fish and Wildlife Service	Threatened and Endangered Species	Appended Programmatic Biological Opinion		
State Historic Preservation Office	Adverse effects to historic properties	Concurrence required by the Programmatic agreement between SHPO and affected agencies		
National Park Service	Right-of-way grant	Easement Deed		
Western Area Power Administration	Right-of-way grant	Easement Deed		
Nevada Department of Environmental Protection	Water Quality Certification	NPDES Permit (Section 401 permit)		

<b>IV. Construction Impacts</b>		<b>Yes</b>	<b>No</b>
Have the following potential construction effects changed:			
1. Construction timing commitments?		<b>X</b>	
2. Temporary degradation of water quality?			<b>X</b>
3. Temporary stream diversion?			<b>X</b>
4. Temporary degradation of air quality?			<b>X</b>
5. Temporary delays and detours of traffic?			<b>X</b>
6. Temporary impact to businesses?			<b>X</b>
7. Other construction impacts, including noise?			<b>X</b>

Phase 1 property acquisitions began in early 2012 and construction is set to begin in January 2013. All of the five packages that make up Phase 1 are scheduled to be completed by fall 2020. If tolling is found to be feasible and an agreement is put in place quickly it is likely that construction of Phase 2 could run concurrently with Phase 1.

<b>V. Traffic</b>	<b>Yes</b>	<b>No</b>
1. Does the proposed design adequately serve the existing and planned future traffic projections?	X	
2. Is the future traffic year still 20 years from the date of construction?	X	
3. Have changes in traffic caused additional project impacts?		X

Currently (2012), 13,660 vehicles per day are estimated to be through trips based on traffic counts and video stations. This represents 38% of traffic entering Boulder City from the north and 82% of traffic entering from the south. This figure is consistent with an inferred through trip rate of 13,000 for 1999 presented in the 2005 FEIS. Estimated average daily volumes using optimum toll rates from Table 1 indicate 6,000 vehicles would use the tolled segment of the Bypass in 2018 and 9,000 would use it by 2035. Forty-four percent of potential Bypass through traffic would elect to use a tolled Bypass.

<b>VI. Section 4(f)/6(f)</b>	<b>Yes</b>	<b>No</b>
1. Has there been a change in status of Section 4(f) properties affected by the proposed action?		X
2. Would the proposed design refinements affect Section 4(f) properties?		X
3. Has there been a change in the status of the Section 6(f) properties affected by the proposed action?		X
4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFCA?		X

<b>VII. Changes in Environmental Commitments or Mitigation Measures</b>	<b>Yes</b>	<b>No</b>
1. Have any changes in the environmental commitments or mitigation occurred?		X
2. If changes have occurred, will the Record of Decision Summary of Mitigation Measures need to be revised to reflect these changes?		X
3. Are there any existing mitigation measures that need special attention or action to ensure timely completion of the project?	X	

1) Mitigation measure O-10 (Cul (BIO), EIS p.6-34, ROD p. 12) states that “a Wildlife Preserve will be established through the City of Boulder City zoning process in the Eldorado Ridge area to help maintain the continuity of bighorn utilization across this area”. The general location of said preserve is identified in the EIS (p.6-34). At present the Boulder City Master Plan does not identify the existence of the preserve area. FHWA recommends that Boulder City begin coordination with the NPS, NDOW, FHWA, and NDOT to fulfill this commitment prior to the commencement of construction of Phase 2 of the Bypass.

2) Archaeological site 26CK6270 requires mitigation as per the Programmatic Agreement (PA) between FHWA, SHPO, NDOT, NPS, BOR, WAPA, and BLM for Section 106 compliance for the Boulder City Bypass project. This site is located along the Phase 2 alignment.

3) Additionally, any historic transmission towers requiring removal or modification in Phase 2 will require documentation in accordance with the standards of the Historical American Engineering Record.

4) Also as noted in the Section 106 PA, unevaluated site 26CK23/26CK6291, the Sullivan Turquoise Mine, must be assessed for effects once a sufficient level of engineering has been completed to allow a refinement of the APE. This work shall include the determination of the boundaries and shall include the assessment of indirect effects to the site. Additional ethnographic research and Native American consultations shall include tribes and interested parties as appropriate known to have traditional and/or cultural ties to the vicinity of this site.

<b>VIII. Public Involvement and Agency Coordination</b>
---

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

Project coordination for Phase 1 has been maintained between affected federal and local entities. This includes, but is not limited to the City of Boulder City, City of Henderson, Bureau of Land Management, U.S. Fish and Wildlife Service, WAPA, and the Colorado River Commission. Additional coordination focusing on Phase 2 of the Bypass includes the NPS and WAPA.

RTC in cooperation with NDOT held a public information meeting for Interstate 11 “The 11” on June 28, 2012 at the Boulder Creek Golf between 4-7 p.m. The meeting was advertised in the *Las Vegas Review Journal* (6/7/12),

*Sentinel Voice* (6/7/12), *Chinese Daily* (6/8/12), *Boulder City Review* (6/8 and 21/12), *El Mundo* (6/9/12). Additionally, a press release was sent out to media outlets in Nevada and the meeting was noticed online at RTCSNV.com. The meeting consisted individual stations attended to by RTC/NDOT staff. There was no formal presentation or question and answer session. About 85 people attended the meeting.

A public hearing for this re-evaluation was held by NDOT in cooperation with the RTC on January 16, 2013 at the Boulder City High School between 4-7 p.m. The meeting was advertised in the *Las Vegas Review Journal* (12/27/12, 1/15/2013, 1/16/2013), *Sentinel Voice* (12/27/12), *Las Vegas Chinese Daily* (12/28/12), *Boulder City Review* (12/27/2012, 1/10/2013), *El Mundo* (12/29/12). A presentation by the project manager, Tony Lorenzi, and displays covered tolling, project design refinements, the start of Phase 1 construction, and overall project scheduling. About 90 members of the public attended the hearing and 11 of them asked questions during the Q&A following the presentation. A transcript of the hearing and all comments received is included as Appendix A.

On January 17, 2012 at 10:00 AM an industry meeting for this project was held at the Clark County Commissioner Chambers, 500 S. Grand Central Parkway, Las Vegas, NV. The RTC issued a Request for Information regarding a future solicitation to participate in the proposed I-11 Boulder City Bypass Project, Phase 2 under a public-private partnership or design/build delivery model. Potential industry participation opportunities include design, construction, financing, roadway operations and maintenance, and toll operations and maintenance. The RTC is seeking the industry's perspective and feedback on the project and utilize it to refine the procurement approach for the project and advance planning and development efforts.

## **2. Discuss pertinent issues raised by the public and resource agencies.**

The June 28, 2012 meeting yielded 27 comments covering the following topics:

- Beneficial project for Boulder City and region, start immediately
- Uncertain a toll road will be used
- Build the railroad bridge
- The Bypass will hurt businesses in Boulder City
- Include a pedestrian/bike connection across new highway to/from River Mountains Loop Trail in Railroad pass area
- Buchanan Blvd. on-off ramp for emergency vehicle access/local vehicle access/"2nd chance" access to Boulder City

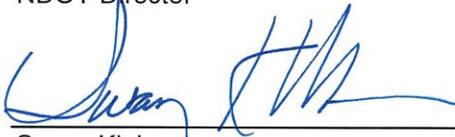
The January 16, 2013 meeting yielded comments from 23 individuals/organizations covering the following topics:

- Do not toll the Bypass
- Effective directional signage for the Bypass and for Boulder City
- The Bypass will hurt businesses in Boulder City, economic impact of Bypassing town not known
- Tolling the Bypass will not effectively remove excess traffic from Boulder City
- Can truck traffic be forced to use the Bypass
- Concern that a high truck toll would keep trucks from using the Bypass
- Use of tolled facility by locals without paying toll in emergencies
- Benefit of project based on cost of project
- Horse and OHV access to desert south of the Bypass and across US 95
- Bypass as "guinea pig" toll project
- Tortoise and bighorn sheep protection
- Impact of tolling to non-commercial truck traffic
- Use of solar energy for toll plazas
- Build railroad bridge as part of Package 3 and not as a separate Package 5
- Buchanan Blvd. on-off ramp and free toll passes for Boulder City residents only
- Concern about impacts to the Boulder City Conservation Easement area

IX. Environmental Re-Evaluation	Yes	No
1. Do the conclusions and commitments of the original environmental document approval or subsequent re-evaluations remain valid?	X	
2. Will the changes in project scope, environmental consequences, or public controversy require a new, supplemental environmental document or EIS?		X

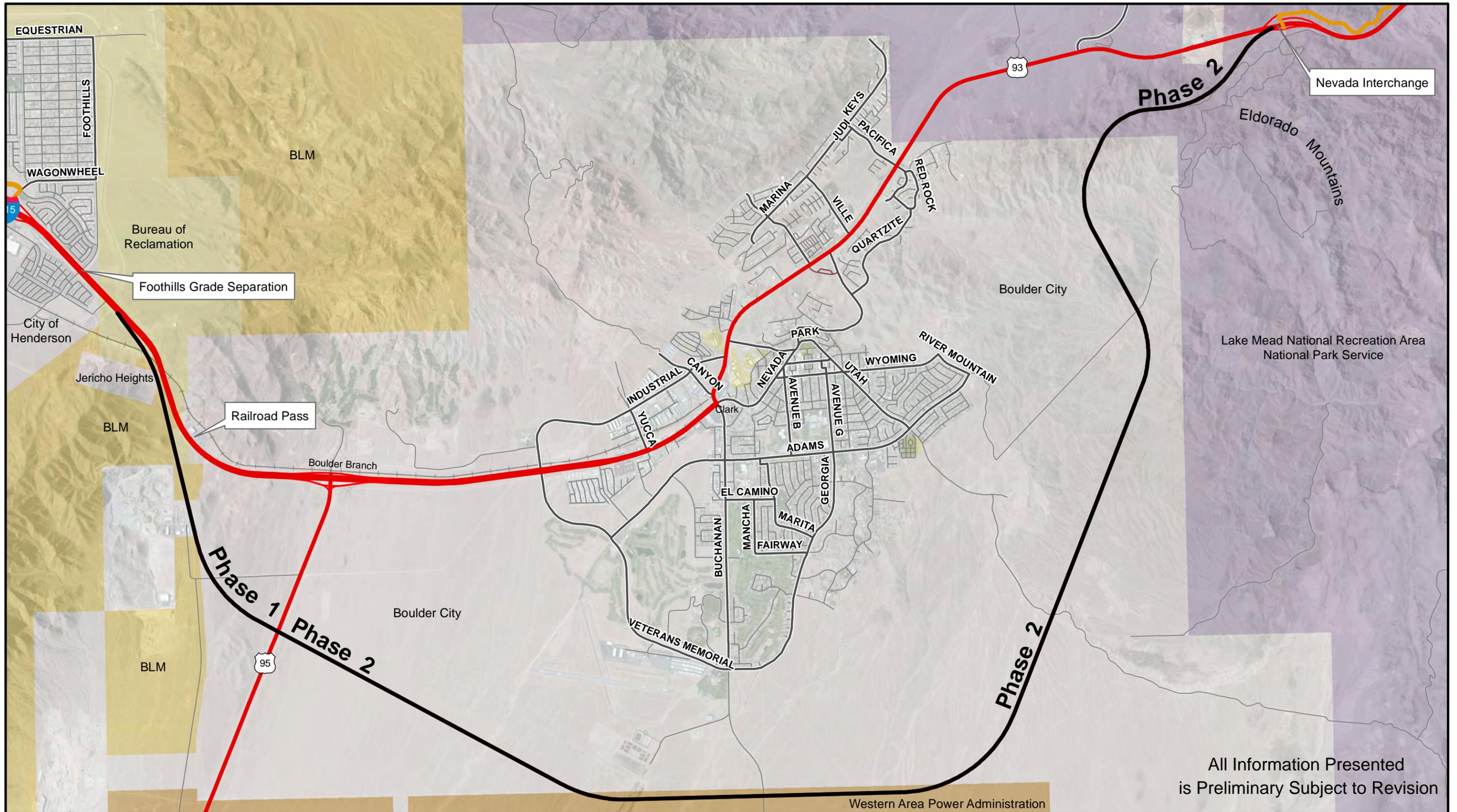
Approved by:   
 Rudy Malfabon, P.E.  
 NDOT Director

Date: 2-14-13

Approved by:   
 Susan Klekar  
 FHWA Division Administrator

Date: 3/12/2013

## Figures

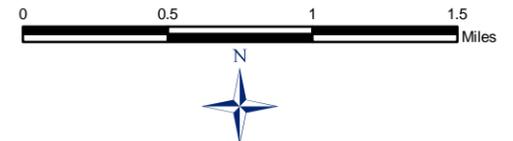


All Information Presented is Preliminary Subject to Revision



- Alternative D Bypass Alignment
- Boulder City Branch Railroad

### Boulder City Bypass



THIS MAP FOR DISPLAY PURPOSES ONLY  
 MAP COMPILED FROM BEST AVAILABLE DATA SOURCES  
 NOT ALL FEATURES PORTRAYED DUE TO SCALE

Figure 1. Project Location Map

All Information Presented is Preliminary Subject to Revision

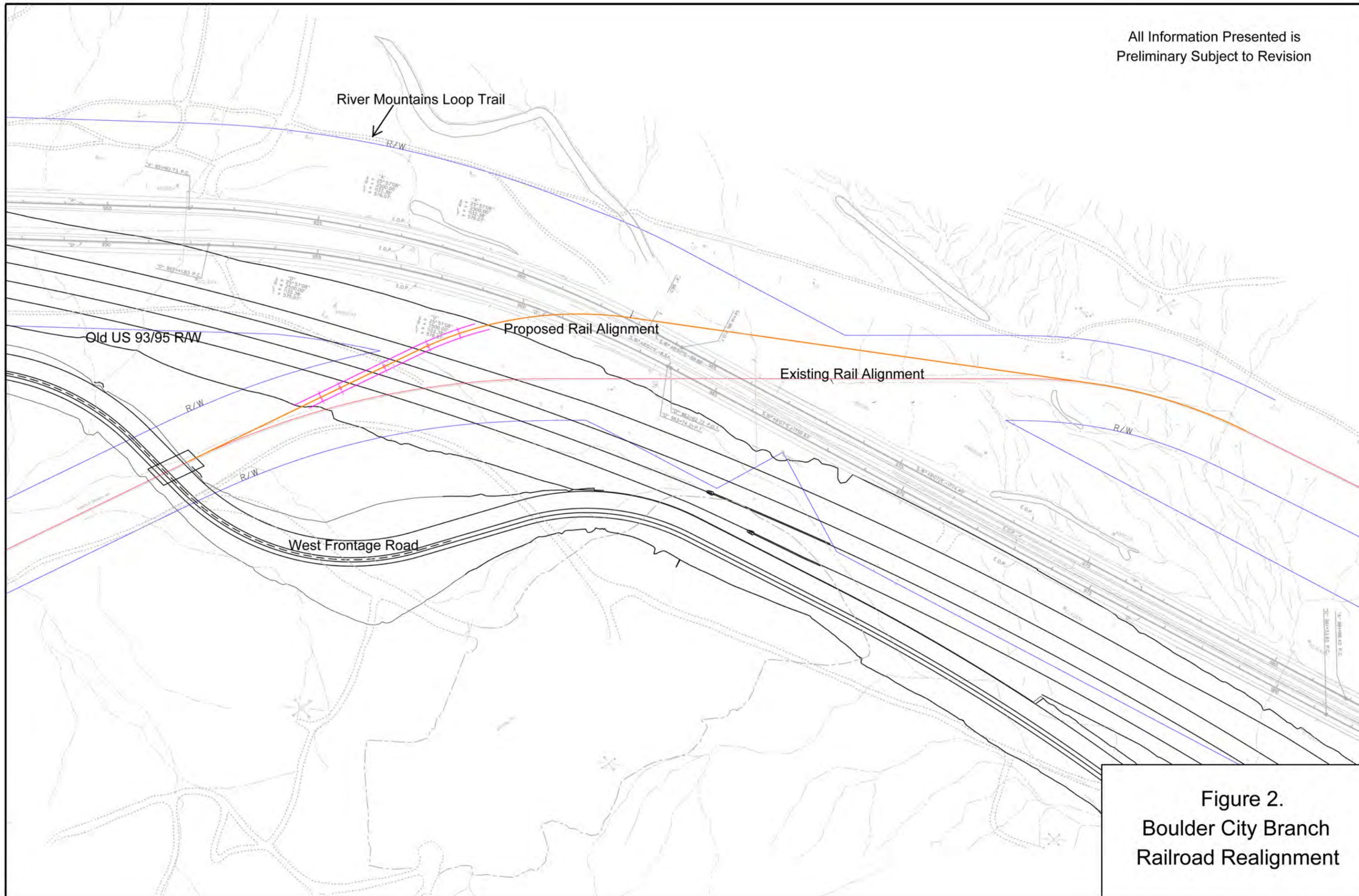


Figure 2.  
Boulder City Branch  
Railroad Realignment

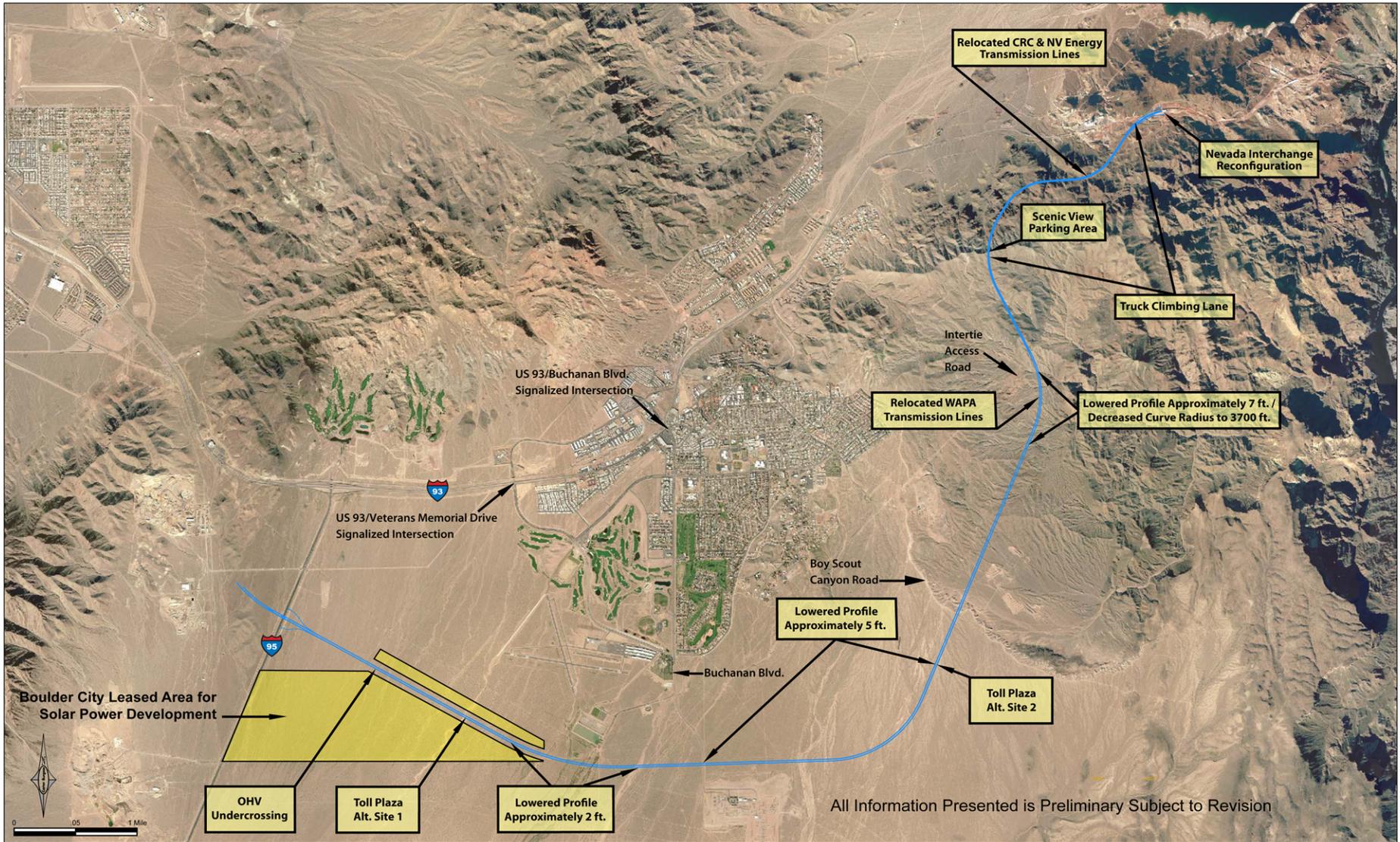


Figure 3. Proposed Design Modifications

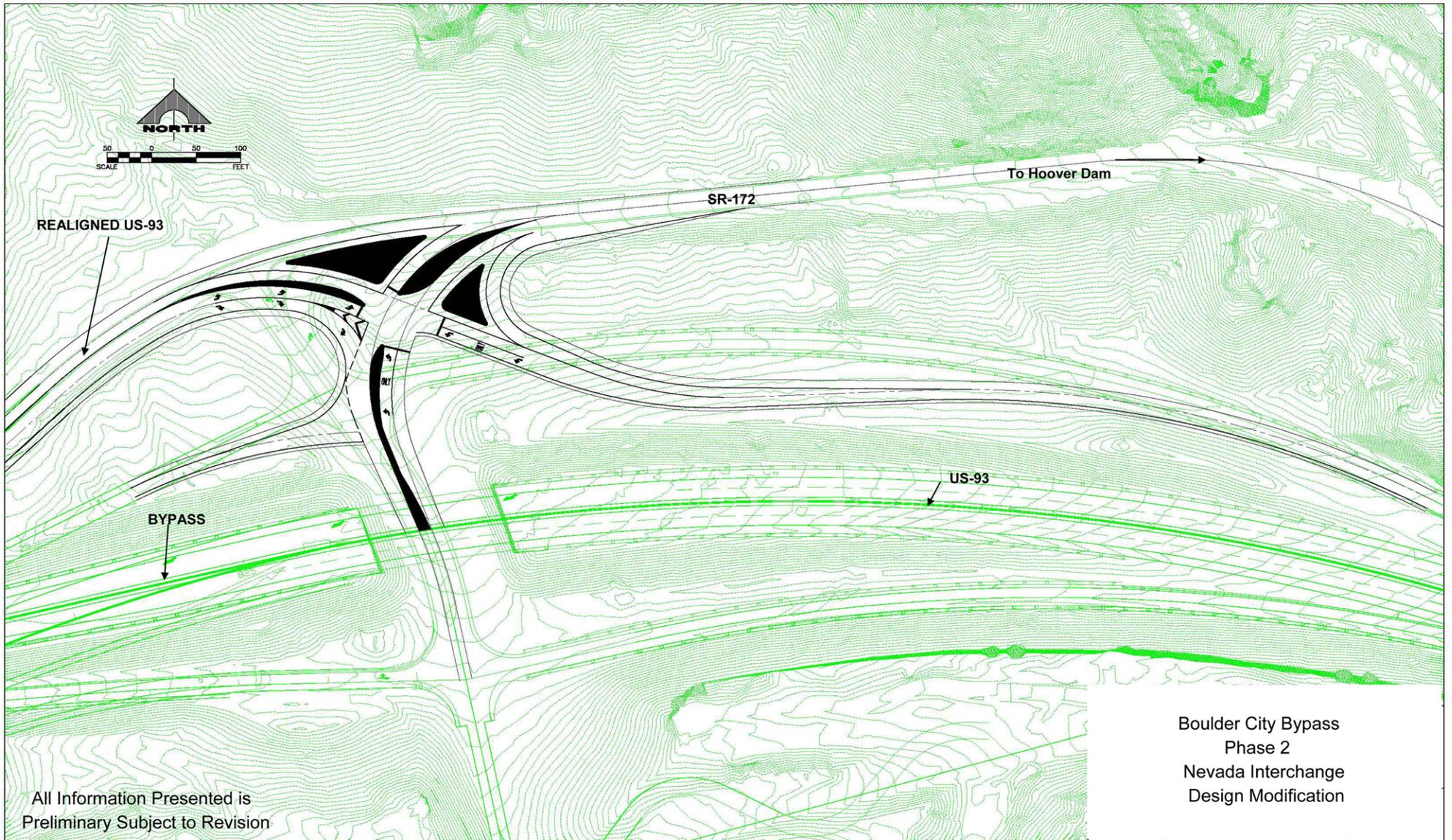
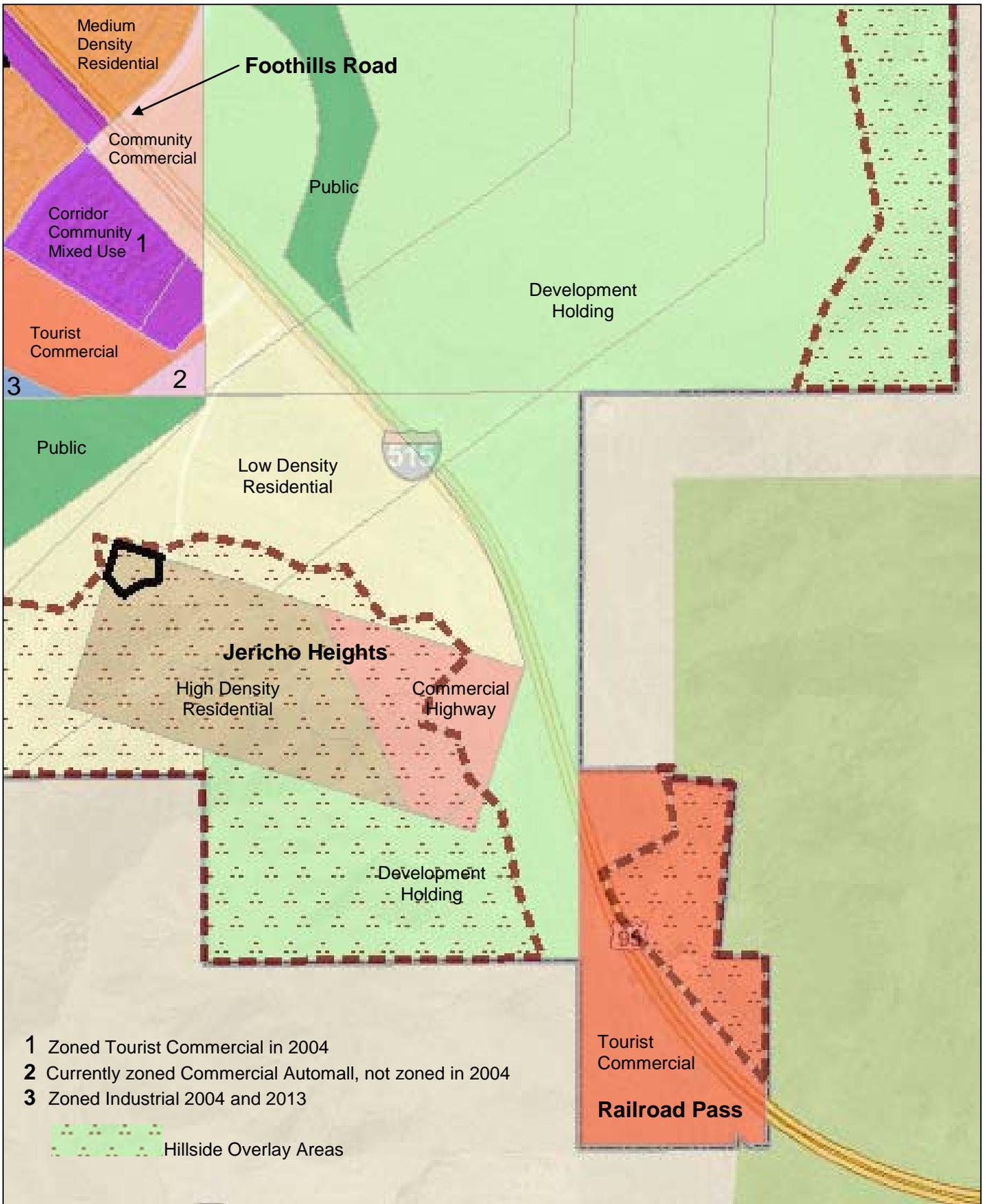


Figure 4



**Figure 5. Henderson Land Use, January 2013.**

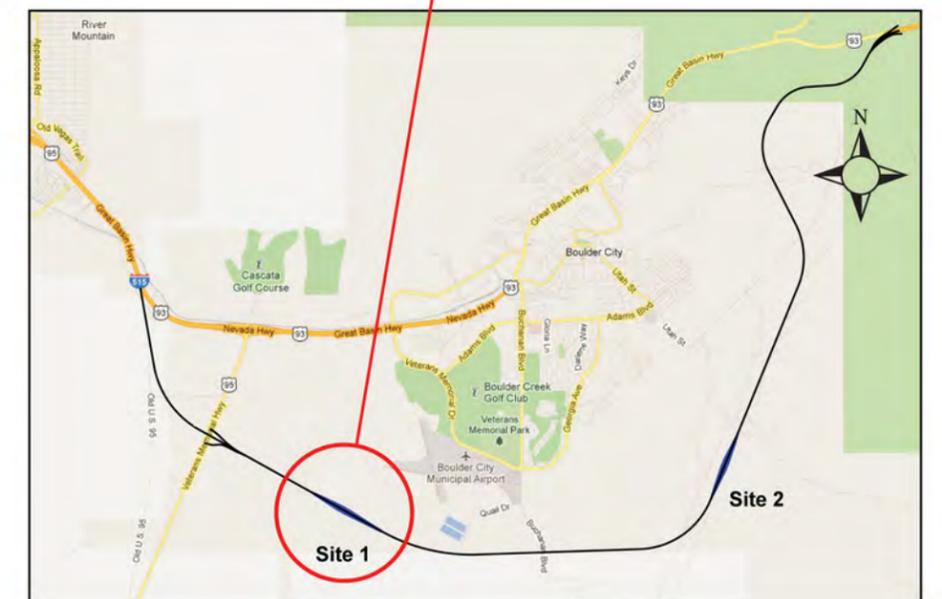
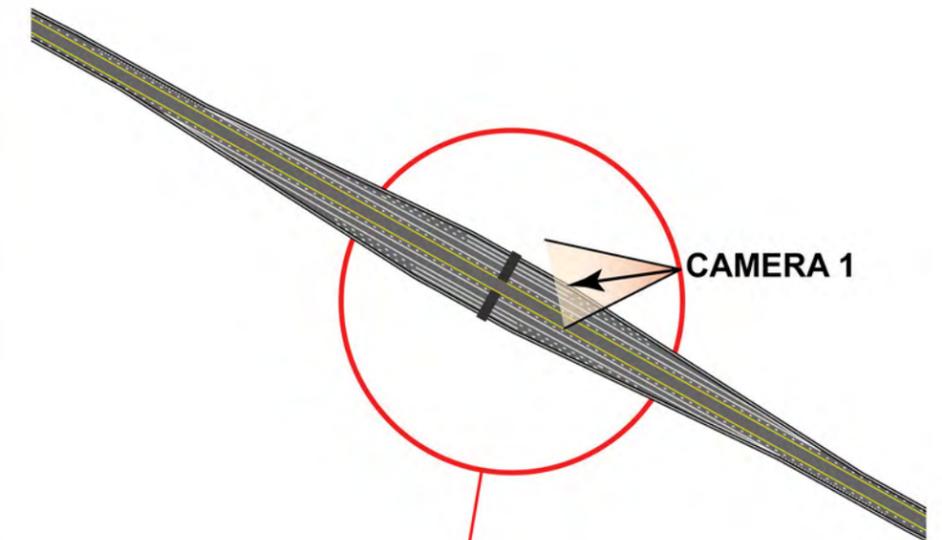
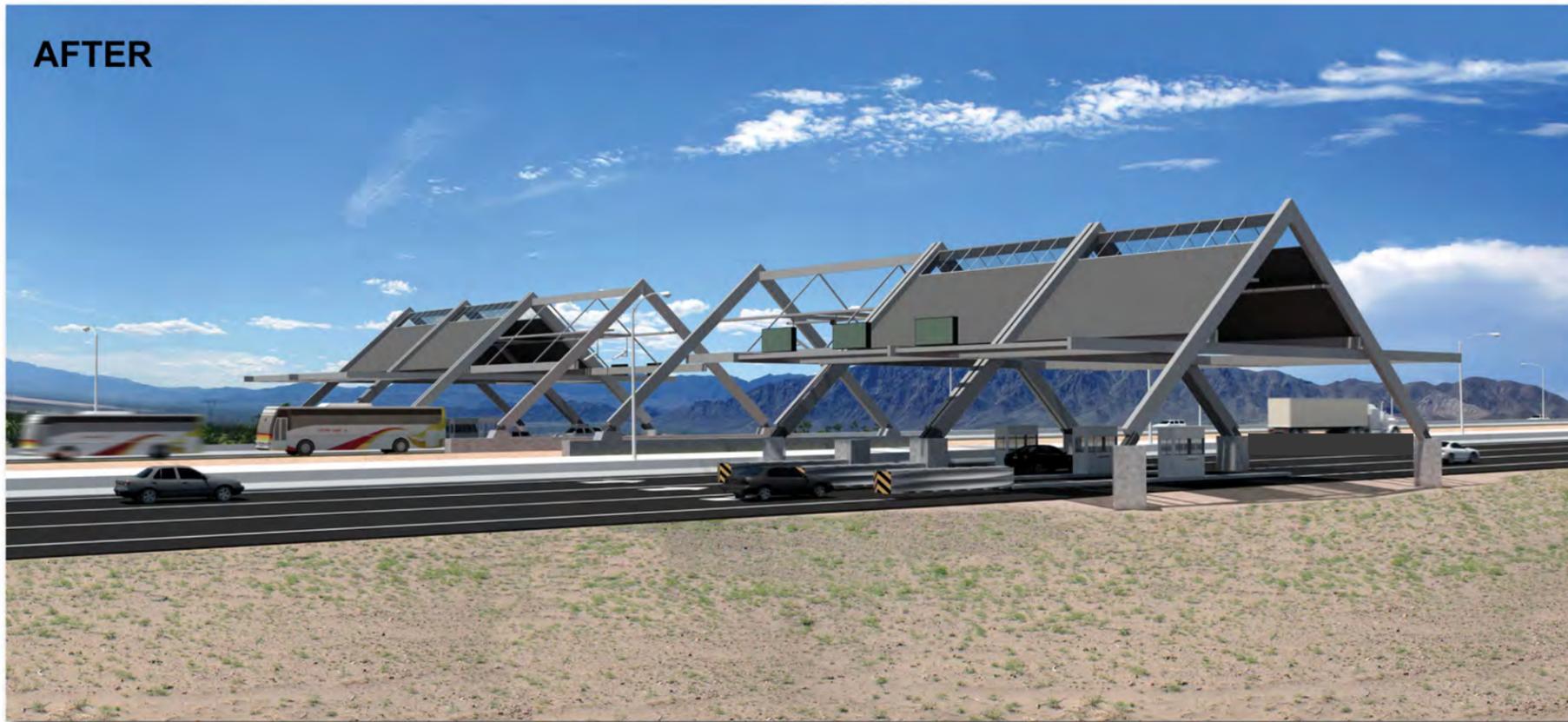
Source: City of Henderson Interactive Mapping Tool; <http://maps.cityofhenderson.com/public/zoning/zoning.html>

All Information Presented  
is Preliminary Subject  
to Revision

**BEFORE**



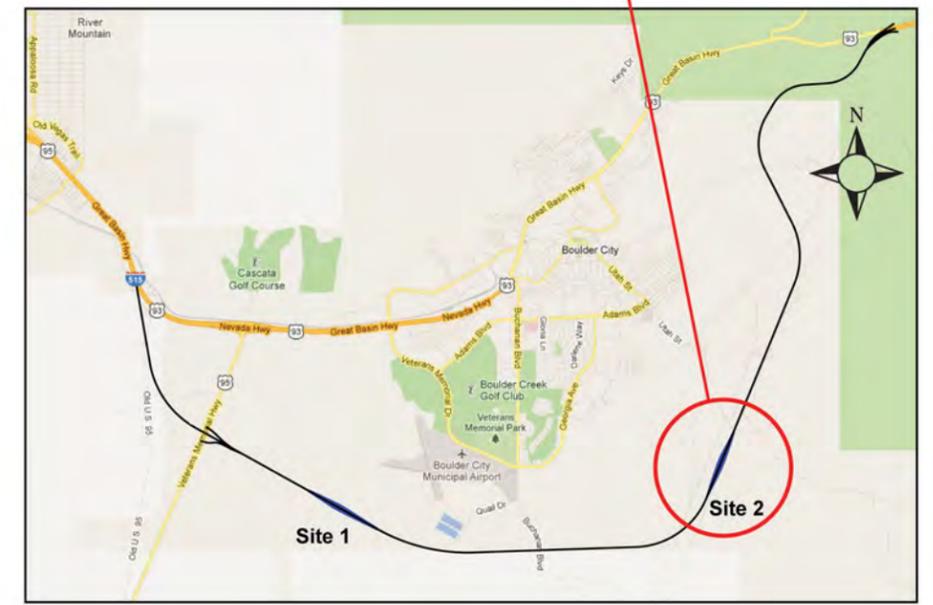
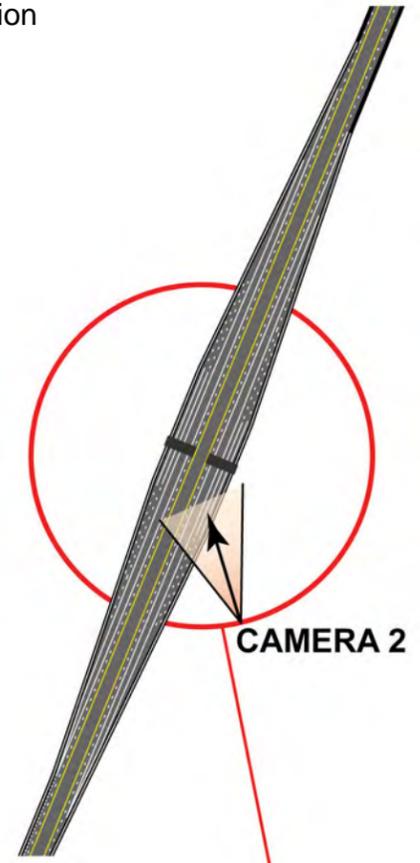
**AFTER**



# Boulder City Bypass - Proposed Toll Plaza Site 1

Figure 6

All Information Presented  
is Preliminary Subject  
to Revision



# Boulder City Bypass - Proposed Toll Plaza Site 2

Figure 7

## **Appendix A**

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 1

BOULDER CITY BYPASS  
Public Information Meeting  
Held at Boulder City High School  
1101 5th Street  
Boulder City, Nevada

Wednesday, January 16, 2013  
4 to 7 p.m.

Reported by: Angela Campagna, CCR #495

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 2

1 P R O C E E D I N G S

2 \* \* \* \* \*

3 MR. BELKNAP: Bill Belknap from Boulder City.  
4 I'm concerned with signage. The current information  
5 sign on Highway 93-95 telling people they need to  
6 get in the left lanes to do the, you know, to bypass  
7 downtown. The older downtown part of Boulder City  
8 is too close to the intersection and frequently  
9 people may see that and the lanes are already full  
10 and you see people trying to turn in where they are  
11 not supposed to be just to get around. So take  
12 that, and now with the new bypass, we need to be  
13 smarter about putting information signage explaining  
14 what the choices are as they approach Boulder City  
15 or choose to bypass Boulder City with a, not towards  
16 the businesses and downtown, what might be available  
17 taking that part of the route. The signs need to be  
18 on the new highway and they need to be well before  
19 people need to make the choice to turn, you know,  
20 which lane to choose.

21 MS. MAXEY: Thank you for coming out tonight.  
22 My name is Julie Maxey. I'm the public hearings  
23 officer for the Nevada Department of Transportation.  
24 I would like to thank you all for coming out and  
25 taking some time out of your busy days to come find

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 3

1 out about the Boulder City Bypass project.

2 With me tonight, I have the project manager  
3 which is Tony Lorenzi. Also, tonight we have Steve  
4 Cook. He's from NDOT environmental. We have Roger  
5 Patton from the Louis Berger Group. And also from  
6 the RTC, we have Mike Hand and Amber Steadman and  
7 Aileen Pastor, who is helping me with the lights,  
8 and during the Q and A she'll be in the audience  
9 with me. We'll be taking questions and comments  
10 from you during the audience. We have a court  
11 reporter here tonight. She'll be recording the  
12 presentation and your comments and questions  
13 verbatim for the public transcript.

14 Also, in your handout packet on the back of it  
15 there is a comment sheet. We would like to hear  
16 from you. So if you would like to leave that with  
17 us tonight, please fill it out and leave it in the  
18 comment box, or you may mail it back to us by, I  
19 believe, it's February 1st, or you can get on line  
20 to our web site, info@dot.state.nv.us and leave your  
21 comments that way. Please reference the Boulder  
22 City Bypass in the subject line. When we get to the  
23 Q and A, if you could please limit your comment or  
24 questions to three minutes to allow everyone to have  
25 time to voice their opinion or make their statement.

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 4

1 So with that, I'll go ahead and turn over to Tony  
2 and he'll do the presentation.

3 MR. LORENZI: All right. Good evening. Thank  
4 you for coming out this evening. Many of you have  
5 probably been to -- we've had multiple public  
6 meetings and presentations for Boulder City Bypass.  
7 We had a couple public meetings for the US 93  
8 widening. So these projects are tied together,  
9 obviously. But tonight we'll be going over Phase 2,  
10 the SB 506 and the tolling authority. And I'm here  
11 primarily to give you an update on Phase 1, and  
12 Roger Patton will be here to discuss anything with  
13 SB 506 and Phase 2. Here's the format on the  
14 comments and protocol. As Julie mentioned, there is  
15 comment forms. If you fill out those forms, send  
16 them in and they come to me or they can bring them  
17 into NDOT and we'll be accepting them until February  
18 1st, 5:00 p.m.

19 Okay. Here's a project overview of Phase 1  
20 and Phase 2. Phase 1 is that thick heavy green line  
21 on the left-hand side. It's about three miles.  
22 Phase 2, the larger portion where it sweeps below  
23 Boulder City and that is substantially longer, about  
24 12, 13 miles.

25 Here we have overview of Phase 1. Sorry. I

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 5

1 need to move this forward. Phases, we've split into  
2 multiple packages. Many of you are familiar with  
3 the packaging. And for those who are not, package  
4 one is strictly right of way acquisition. So it's  
5 not a construction package. It's nothing that you  
6 can -- we have visually displayed on the exhibit,  
7 but it's the right of way acquisitions. Right now  
8 we're about 75 percent complete with the  
9 acquisition. We're dealing with a few condemnation  
10 parcels. Package two was split into a package 2A  
11 and a package 2B. Package 2A, you see tortoise  
12 fencing and plant salvaging. Right now Las Vegas  
13 Paving and their subs are out there preparing for  
14 the tortoises. Fencing that will be pretty much  
15 around the perimeter of the whole project. All of  
16 Phase 1, you'll see fence, tortoise fencing. We do  
17 that for environmental requirements. If you have  
18 any questions on that, Steve Cook can address those.

19 This package 2A will go through July, June,  
20 July of this year. Immediately following the  
21 completion of package 2A, we anticipate awarding  
22 package 2B. That is a construction package where  
23 they will be moving dirt. Package 2B is this green  
24 frontage road here and utility relocations. What  
25 the contractor will do this one contract we're

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 6

1 estimating 20 to 22 million that is including all  
2 the utility relocations. The contract itself is  
3 probably in the neighborhood of 10 to 13 million.  
4 That will be for to bring the frontage road to  
5 subgrade and build the retaining wall. There is a  
6 large retaining wall that we'll see the slide on an  
7 aesthetics about a 29 foot tall, 1,200 foot long  
8 retaining wall and the purpose of the retaining wall  
9 is to get the frontage road elevated up high enough  
10 to accommodate a future development here that the  
11 City of Henderson has been working with the  
12 developer on. And so once the frontage road is  
13 brought to subgrade, then all of the utility  
14 contractors will come in and relocate. There is  
15 about a dozen different utilities, WAPA, Western  
16 Power Administration. And they will start  
17 relocating for their large overhead towers in the  
18 next couple of weeks. So WAPA, the Colorado River  
19 Commission, all of the underground utilities, they  
20 will be relocating with that package 2B. Package 3,  
21 the black, thick black lines. Right now package 3  
22 is identified to be delivered in fiscal year 2015.  
23 I know that many of you have probably been at  
24 previous meetings in June where we said this was  
25 going to be delivered in 2013, 2014. It's just due

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 7

1 to lacking constraints and lack of funding, the  
2 department is having to shift project priorities and  
3 we're spending all of our money the best we can. So  
4 package 3 has been identified to be delivered in  
5 2015. From a roadway design standpoint, we're 90,  
6 95 percent done. We just have a few bridge  
7 structures that we're finishing up. If that project  
8 does get delivered in 2015 and we're anticipating  
9 one and a half to two years of construction, then  
10 hopefully package 4 will immediately follow. But  
11 there is no date identified yet for package 4.

12 You can see the costs, the approximate cost  
13 for each of the packages. Package 5 is strictly  
14 just the bridge, the railroad, mainline bridge here.  
15 I'm going to try and get package 5 to go with  
16 package 3 all at once so we don't have to build a  
17 railroad bridge over live traffic. But right now  
18 that's the basis for the five packages. I mentioned  
19 the retaining wall. This is a plan view of the  
20 retaining wall following the curve right here, this  
21 thicker gray line is the frontage road. I'm sorry.  
22 This is the retaining wall here, the black line.  
23 This is the pedestrian path. So I mentioned it's  
24 about 1,200 feet long and 28 feet tall at its  
25 highest location. So here is the landscape and

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 8

1 aesthetics of the retaining wall. Our landscape  
2 architect and landscape architect division went with  
3 a '31ers theme. So there is some silhouettes.  
4 These are actual scaled to the actual size of this  
5 part the of the Hoover dam.

6 So Senate SB 506, so with that, I'll let Roger  
7 Patton with the Louis Berger Group talk to you on  
8 that.

9 MR. PATTON: Thanks, Tony. In 2011, the  
10 Nevada State Legislature approved the Senate Bill  
11 506 authorizing the Regional Transportation  
12 Commission of Southern Nevada to enter into one or  
13 more public-private partnerships, to design,  
14 construct, operate or maintain a finance, operate  
15 and maintain a toll road demonstration for the  
16 Boulder City Bypass. If amended, Phase 2, not the  
17 portion that Tony was just talking to you about, but  
18 the second portion, Phase 2, from US 95 to the  
19 Hoover Dam bypass would be the segment of the bypass  
20 which would be tolled. The concept we have  
21 developed for tolling, it would be to establish toll  
22 plaza somewhere along the southern portion of the  
23 bypass. You can see here, we've got a couple  
24 locations identified, and the number one criteria  
25 for it, it has to be someplace it's relatively flat

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 9

1 and easy place to construct. The concept we have  
2 for toll plaza would be that we would try to use  
3 electronic tolling as much as possible. So there  
4 would be two mainline lanes on the roadway in each  
5 direction where we would try to do it, electronic  
6 toll collection system. That is, if you had a  
7 transponder, you drove through it, you would be  
8 billed electronically for driving in it. In  
9 addition to that, in each direction we would  
10 probably need three lanes which would have a machine  
11 that would either collect the toll by using credit  
12 card or by using cash. In the picture here which  
13 what you're seeing are basically shade structures  
14 which are covering over the machines that collect  
15 the tolls in order to keep the sun off in the  
16 summertime, keep them a little bit cooler.

17 What we're estimating is in the opening year,  
18 the toll would likely be about \$2.25. That's what  
19 we basically figured would be a price that people  
20 would be willing to pay in order to use the bypass.  
21 There have been studies done of just how much  
22 traffic would use the bypass, and at the present  
23 time about 80 percent of the traffic coming over the  
24 bridge actually drives right on through Boulder City  
25 on US 93. What we're anticipating is that about 44

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 10

1 percent of that thru traffic would elect to pay a  
2 \$2.25 toll in order to take the bypass which means  
3 that about 56 percent of the traffic would use it to  
4 continue to US 93 and go through Boulder City. We  
5 would expect that the traffic that would be expected  
6 to go through Boulder City would plight between  
7 going to the bypass and continuing to go through  
8 that US 93, the tolls that are collected would be  
9 used to offset part of the cost of construction  
10 maintenance. We don't expect those tolls would pay  
11 the total cost. We don't think they would come  
12 anywhere near paying the entire cost. So the RTC is  
13 examining as directed by legislature public-private  
14 partnerships as a means to design, build, finance  
15 development, operate or maintain the bypass in order  
16 to supplement the cost that the tolls wouldn't  
17 cover.

18 With that, I think I'll turn it over to Steve  
19 Cook.

20 MR. COOK: As a result of the tolling, the  
21 preliminary design was refined a little more to fine  
22 tune the cost and a lot of the elements that we're  
23 seeing here in yellow are a result of those  
24 refinements. Starting out near the 95 and working  
25 our way up the alignment, you'll see that right here

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 11

1     there is a post sort development going in through  
2     here. We have solar power right here. The  
3     alignment was, the profile was dropped to avoid  
4     impacts to a lot of the power transmission towers.  
5     Up through here we have a power transmission tower  
6     to be relocated as well as up through here some of  
7     the other aspects we looked at was a scenic overlook  
8     that was included. We have a truck climbing lane  
9     included through here. And the reworked  
10    interchange.

11           UNIDENTIFIED SPEAKER: Can you talk louder?

12           MR. COOK: I'll talk closer to the microphone.  
13    Thank you.

14           UNIDENTIFIED SPEAKER: Still can't hear you.

15           MR. COOK: So this yellow here were the items  
16    we looked at in the reevaluation for environmental  
17    document. So what we found was, excuse me, we  
18    analyzed these 15 elements that are shown on this  
19    slide here. They range from anywhere from land use  
20    to social economics, planes, air traffic noise,  
21    hydrology and biology. What we found at least here  
22    at NDOT that still to be accepted by FHWA is these  
23    improvements would not result in any adverse  
24    significant impacts, and 44 percent of the total  
25    traffic volume is expected to use the bypass. And

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 12

1 some of you might be asking, does the bypass still  
2 meet the original purpose of need of the bypass  
3 itself, and the answer is yes. And it's yes,  
4 because it reduces the traffic through Boulder City,  
5 it increases safety, and it gives an option for  
6 truck traffic to take the toll road as opposed to  
7 driving through Boulder City.

8 So what's next? NDOT, FHWA and RTC are going  
9 to collect the comments from tonight's meeting and  
10 look through them, and then we're still accepting  
11 comments from the public through February 1st, and  
12 then the RTC is going to be looking at evaluating  
13 the potential for the public-private partnership.

14 So what we would like for you to do this  
15 evening is to look at these boards. These boards  
16 are primarily the same as what the slides you've  
17 seen of this slide presentation, and that we would  
18 like for you to submit any public comment you have,  
19 either the written on paper, leave that in the box  
20 over here at the table or come up here and talk to  
21 the court reporter. You're free to mail your  
22 comments directly to Tony in Carson City or submit  
23 them via e-mail. And, once again, those comments  
24 are due by February 1st. Thank you.

25 MS. MAXEY: We're ready to go into the Q and

Public Information Meeting - 1/16/2013  
Boulder City Bypass

Page 13

1 A. And, once again, in the handout packet, all of  
2 the information is there for you to submit your  
3 comments. So it's very clear and spelled out. So,  
4 Tony, if you'll come back up. I also want to -- I  
5 failed to introduce our landscape architect, Lucy  
6 Joyce. She works for NDOT. She's by her board  
7 there. If you have questions about the landscape  
8 and aesthetics, she's happy to help you. And also  
9 here is Jeff Novak from FHWA. And, with that, I'll  
10 open up to Q and A. And let me get my other mic  
11 here. Okay. So who wants to be first? And please  
12 state your name for the court reporter.

13 MS. FORD: My name is Cindy Ford and I live  
14 here in Boulder City, and I also own a restaurant  
15 here in Boulder City. I have a couple questions.  
16 One of the first ones is for some of the city  
17 council. Is there -- there is no city council here,  
18 okay. Well, I was wondering, will the trucks for  
19 you guys, will the trucks have to use the bypass?

20 MR. COOK: No. The trucks will not have to.  
21 That will be an option.

22 MS. FORD: Okay. And what is the city getting  
23 out of this? I mean, are we going to get feathers  
24 in our cap or money, or is it just those five or six  
25 weekends where there won't be any traffic?

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 14

1           MR. PATTON: Well, there was need and purpose  
2 for the bypass when the environmental work first  
3 started, and the number one purpose is to try and  
4 reduce the traffic through Boulder City, reducing  
5 congestion, in particular, to reduce truck traffic  
6 through Boulder City. And also with the reduction  
7 of traffic, to improve the safety and traffic flow  
8 through Boulder City. So all of those things sort  
9 of go into the purpose and need for the project as a  
10 whole, and that's the objective that this is trying  
11 to achieve. Now, with this particular project  
12 doesn't achieve that as well as the previously  
13 approved project which was to build a free toll road  
14 because now we think that given a choice between  
15 driving through Boulder City and taking a bypass,  
16 that less than 50 percent of the people would choose  
17 to pay \$2.25 and bypass Boulder City rather than go  
18 through Boulder City. This is not as effective as  
19 the original plan, but, still, we find it's  
20 completely in the same vein as originally EIS in  
21 terms of removing traffic from Boulder City.

22           MS. FORD: Okay. And what is going -- oh, you  
23 had the things up there, the package 2. What is the  
24 City of Henderson putting in? Can you get that one  
25 back up? Thank you. You said they were putting

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 15

1 something in like right across from Railroad Pass?

2 MR. LORENZI: Well, I mentioned, there is a  
3 future development, a future development that the  
4 City of Henderson has entitled the developer to  
5 building there. I don't know the status of the  
6 entitlements for the tenant of -- Jericho Heights  
7 was the name of the development. You would have to  
8 contact the City of Henderson.

9 MS. FORD: So we don't know if it was like a  
10 truck stop or --

11 MR. LORENZI: No. It was a multifamily condo  
12 apartment. It was a residential or multifamily  
13 living.

14 MS. FORD: Okay. And I asked Roger earlier.  
15 Maybe you guys could tell me the name of one town in  
16 the United States that didn't die from a bypass,  
17 just one town?

18 MR. LORENZI: I can't speak to any towns that  
19 have had a bypass.

20 MS. FORD: I mean, just going on vacation and  
21 stuff, Highway 40, that movie Cars, you know?

22 MR. LORENZI: Radiation Springs?

23 MS. FORD: Yeah. You know, I mean, I've been  
24 on vacations and where it's absolutely --

25 MR. LORENZI: It's interesting talking now

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 16

1     that I've been here three years working with Boulder  
2     City for NDOT, it's mixed. There is mixed comments  
3     within the residents of Boulder City. Some of the  
4     residents say that the city is going to do just fine  
5     on local support, only like people like yourselves  
6     have a different opinion. So there is, just there  
7     is mixed emotions, different opinions. And that's  
8     all I can answer.

9             MS. FORD: Can I ask Roger one more question?

10            MR. PATTON: Sure.

11            MS. FORD: How did you come up with 44 percent  
12     of the people would come through town, or what did  
13     you say, 44 percent would stop?

14            MR. COOK: 44 percent would end up using the  
15     toll road. So roughly 55 percent would still  
16     continue traveling through Boulder City.

17            MS. FORD: How did you come up with that  
18     number besides, hey, I think he's going to stop?

19            MR. PATTON: Actually, we had a professional  
20     traffic engineering firm that does this for a  
21     living, a subcontractor to do this study and  
22     basically what happens if it's free, we expect a lot  
23     of people would use it. If you charged a huge toll,  
24     nobody would use it. So there is an optimum toll in  
25     there that could be charged where you charge the

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 17

1 toll and enough people are willing to pay that much  
2 to get through it. And this professional  
3 engineering firm did this, sort of this optimization  
4 project and they said we believe \$2.25 is the proper  
5 toll rate, because people using this bypass are not  
6 saving a huge amount of time and they wouldn't be  
7 willing to pay, you know, seven dollars, eight  
8 dollars, ten dollars to use it, because they are not  
9 saving that much time by not going through Boulder  
10 City. We think the toll is going to have to be  
11 fairly low to even convince people to use it and pay  
12 anything to bypass Boulder City. So they came back  
13 and they, with their little optimization program and  
14 they said \$2.25 sounds about right to us. You could  
15 argue it could be few cents more, few cents less,  
16 but that was the number they came back with, what  
17 they thought would be an optimum toll rate where  
18 they could get 44 percent of the people would choose  
19 to pay \$2.25 in order to use the bypass. And keep  
20 in mind, that anything we charge is a disincentive  
21 to use the bypass.

22 MS. FORD: Why do it if you're trying to not  
23 have people use it then? Why would you put it in in  
24 the first place?

25 MR. PATTON: That is a good question. Keep in

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 18

1 mind, that the Nevada legislature authorized the RTC  
2 to look at tolling as an option here and that the  
3 RTC will have to go back and make a report back to  
4 the legislature. Basically what we're doing is  
5 we're saying, you know, the tolling isn't going to  
6 pay for the entire project. Tolling will pay this  
7 much of the project. The RTC will give them a  
8 number, and what it will indicate to the legislature  
9 is that tolling is a source of funds, but it's not  
10 the only source of funds that is necessary in order  
11 to build a project. The decision hasn't been made  
12 yet to go ahead and toll the project. That's going  
13 to require input from the legislature.

14 MR. PONTIOS: Hello, I'm Mike Pontios. Is  
15 there a legal way to make the truck traffic take the  
16 bypass? Assuming the traffic when this agreement  
17 with Mexico goes into place increases substantially?  
18 It seems like that in Boulder City --

19 MR. LORENZI: Mike Hand looks like he might  
20 know the answer. I'm not aware of -- Mike has got a  
21 crack at it.

22 MR. HAND: Mike Hand, RTC, the current  
23 legislation requires us to keep -- it does not allow  
24 us to provide that restriction that would take a  
25 change in state law at this point in time.

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 19

1           MR. LORENZI: I do know that when we did the  
2 widening through Boulder City Mayor Tobler asked us  
3 to restrict the trucks altogether from using the  
4 existing US 93, enforce them to go down US 95. But,  
5 again, that is a commerce decision and we could not  
6 enforce that. So what Mike said, hence part, you  
7 need to remember that.

8           MR. ATKINSON: My name is Rick Atkinson. I  
9 have a question about the amount of trucks that are  
10 actually going to use the bypass for a toll. Do you  
11 have any information about other toll roads where  
12 they go around or use the toll, any percentage or  
13 information on the use? I mean, the trucks was what  
14 it sounds like the biggest reason why we wanted the  
15 bypass in the first place. So what percentage of  
16 truck is actually going to use the bypass?

17           MR. PATTON: That is a very complex question,  
18 believe it or not, predicting what somebody is going  
19 to do to choose their route would be about all I can  
20 say is that we've established a toll rate we think  
21 would be reasonable for a car operator to make a  
22 decision, \$2.25, but that toll goes up the more  
23 access that you've got in your truck. And,  
24 obviously, the toll would have to be low enough if  
25 the objective is to get trucks out of Boulder City,

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 20

1 the toll would have to be low enough to entice them  
2 to use it and pay for the ability to go around  
3 Boulder City. And I think we're probably going to  
4 have a lot of discussion in the future as to what  
5 that optimum toll is going to be, knowing at the  
6 present time that nearly ten percent of the vehicles  
7 coming through Boulder City are trucks, that's a  
8 pretty high truck percentage. And, you know, it is  
9 the commercial route between Arizona and Nevada and  
10 you're going right through Boulder City at the  
11 present time. If we have the toll low enough, we  
12 might be able to -- we obviously get more out of  
13 Boulder City. If we put it too high, we would end  
14 up with more inboard Boulder City.

15 We've got some recommendations on what the  
16 toll should be based on the number of access. I  
17 think only time will tell if we're charging too much  
18 or too little.

19 MR. LORENZI: I would like to add, too, we  
20 have dynamic message signs there in place currently  
21 and they will remain there. And the purpose of  
22 those signs is to inform the traveling public if  
23 there's an incident ahead and it has US 93 delayed  
24 for an extended period of time, then the purpose of  
25 those signs is to inform the traffic. And they can

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 21

1 see those in advance of the decision point to choose  
2 the free route through Boulder City on US 93 or take  
3 the bypass.

4 MR. CORBIN: Greg Corbin, Boulder City  
5 resident. Question: I'm sure you're considering  
6 the incentive of not charging trucks to go around;  
7 is that true? No comment, okay.

8 Number two: Do we actually have any facts on  
9 the bypass of the city and the economic results of  
10 that, actual facts, other than feelings?

11 MR. COOK: You can expect a reduction in  
12 traffic because of the toll road, and there will  
13 probably be a reduction in people stopping. But if  
14 you think about it, the people who are trying to  
15 get, say, from Las Vegas to Phoenix, those will be  
16 the people who actually will probably be using the  
17 toll road. The people who want to go to Boulder  
18 City and then proceed onto the dam will be  
19 continuing to go to Boulder City. So I live in  
20 Carson City, we have a bypass that's about three  
21 quarters of the way complete. And a lot of the  
22 merchants up there were concerned about productions,  
23 reductions in loss of profits. And I haven't heard  
24 that being realized. A lot of people are very much  
25 in favor of that bypass now, because the traffic

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 22

1 through Carson City has reduced, has been reduced  
2 substantially and has more of a community feel to it  
3 now as opposed to just a through way for, say,  
4 tourists.

5 MR. CORBIN: Thank you. One more question.  
6 The impact of traffic resulting from the toll, is  
7 there going to be extra ways to get through the  
8 toll? What is the expected delay caused by the  
9 toll?

10 MR. COOK: These are mock-ups of potential  
11 toll stations and they are being proposed here, to  
12 here or here. The way these are going to be set up  
13 for the people who use these tolls on a regular  
14 basis, they will not have to stop. They will have  
15 some kind of prepaid monthly fee. And as they go  
16 through these tollbooths, they will be recorded.  
17 For the people who don't use them on a regular  
18 basis, there will be small booths right here, and  
19 they will stop to pay their toll. If you've  
20 traveled, say, maybe parts of California, you might  
21 have experienced those. So if you're a regular  
22 traveler, there won't be any stopping. If you're an  
23 infrequent traveler, you probably will.

24 MR. CORBIN: Didn't answer the question. I  
25 understand how tolls work. What is the expected

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 23

1 impact on the traffic through there? Are we going  
2 to delay them in addition to charging them, or you  
3 know what I'm saying? Toll roads are often a fairly  
4 huge backup point.

5 MR. COOK: So you're concerned about the  
6 backup along here?

7 MR. CORBIN: What I'm saying, what is the  
8 backup caused by the toll itself in traffic, or  
9 would it cause them a delay and charge them or?

10 MR. LORENZI: As Steve was explaining is, you  
11 know, it's hard for us to predict the amount of cars  
12 that have a system in place versus those that don't.  
13 But there is two thru lanes, unobstructed lanes for  
14 the people that have the devices in their vehicles  
15 to go through. The ones that don't, there is three  
16 lanes there, a plaza. The volumes of traffic that  
17 we're anticipating as Roger might be able to expand  
18 on this, it's -- we're not seeing a large amount of  
19 volume that would be going through there.

20 MR. CORBIN: Thank you.

21 MS. McCLAIN: Hi. Nancy McClain. Are there  
22 exits off of this bypass? And I want to know if  
23 there is exits off of the bypass?

24 MR. LORENZI: No. There is not, once you  
25 cross the 95, once you cross the 95, you're

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 24

1 committed to going the entire route up until the  
2 Hoover Dam bypass interchange. The only -- there is  
3 a maintenance, this is for maintenance, only the  
4 Lake Mead substation here. But for -- no. It's a  
5 continuous route. There are no interchanges.

6 MS. McCLAIN: Okay. So, if someone in Boulder  
7 City needs to use the bypass because we are limited  
8 on access to the city, you know, in snow, accident  
9 and that, we've sat in long periods of traffic to  
10 get to make it here, do the Boulder City people get  
11 an exception and get to use the bypass to get around  
12 the accident to get back to town, or are they going  
13 to have to pay a toll in order to use it?

14 MR. LORENZI: So, what you're saying is would  
15 people follow this entire toll road and double back  
16 on existing US 93?

17 MS. McCLAIN: Well, on 93, right on 93 after  
18 you hit the Railroad Pass, how do you get to Boulder  
19 City, 93, right? So if there's an accident or some  
20 situation that's stopped Boulder City residents from  
21 coming in on 93, do Boulder City residents have an  
22 option of getting on the bypass and be able to  
23 follow it wherever you end up and turn around and  
24 come back up to be able to get home, or do they have  
25 to pay a toll in order to do that?

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 25

1 MR. LORENZI: I would imagine that anybody  
2 that crosses there is subject to paying the toll. I  
3 just don't see the feasibility of someone driving  
4 through the toll the whole entire bypass to get to a  
5 location inside Boulder City.

6 MS. McCLAIN: Well, you haven't sat for two  
7 and a half, three hours waiting to get through the  
8 Railroad Pass to get home. But, and then the other  
9 thing is, if we have anymore of these meetings in  
10 that in the future, I think we need to have better  
11 volume. It's very hard to hear you, just like it's  
12 probably hard for you to hear me. It's been very  
13 difficult. It's like what are they hiding? What  
14 did they just say, so --

15 MR. LORENZI: Well, I mean, we'll speak up. I  
16 know Steve was asked to speak up. He did. We'll be  
17 more than happy to speak up if someone let's us  
18 know.

19 MS. MAXEY: Anymore questions?

20 MS. FORD: This is Cindy Ford again. So we're  
21 going to spend or possibly spend millions to do the  
22 Phase 2, and then we know that 44 percent of the  
23 cars will use it. We don't know how many trucks  
24 will use it. So it's possible that since they have  
25 to pay, they might not use it. And if there won't

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 26

1 be any traffic in Boulder City, why not go the  
2 shorter route? So we're going to spend millions of  
3 dollars and we don't really know?

4 MR. PATTON: Our best estimate at the present  
5 time is that, you know, approximately four out of  
6 ten trucks, four out of ten and four out of ten cars  
7 would elect to use the bypass with the toll rates  
8 that we think should be established as a starting  
9 point. Now, obviously, those toll rates can be  
10 adjusted in the future if the objectives are not  
11 being achieved. We need to, you know, if there is  
12 still too much traffic going through Boulder City,  
13 decisions can be made to adjust toll rates, I would  
14 assume. We have no direction. I believe it would  
15 be up to the Regional Transportation Commission to  
16 establish a procedure for setting toll rates. We  
17 have not got a procedure in place yet to set toll  
18 rates. Right now we're operating off the  
19 recommended level that our consultants tell us that  
20 would an optimum level in order to attract traffic  
21 to the bypass.

22 MR. ATKINSON: Do we have a guesstimated toll  
23 truck number, or is that \$2.25 per axel?

24 MR. PATTON: It's not \$2.25 per axel. It goes  
25 up from \$2.25 based on number of access. I don't

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 27

1 have them off the top of my head.

2 MR. ATKINSON: Double? Triple?

3 MR. PATTON: It's on the order of double or  
4 triple, yeah.

5 MR. WRIGHT: My name is Sherman Wright. I'm  
6 going to tell you, if I was a truck driver and I had  
7 to pay for each axel that goes across that bridge  
8 and knowing that I could go the other way for free,  
9 why wouldn't I take the other way for free? Wait a  
10 minute. And for all the money that we're putting  
11 into the bridge, it's ludicrous to me that we would  
12 spend that kind of money to divert the little bit of  
13 traffic that we get three or four times a year  
14 backed up.

15 MR. PATTON: I'm just going to say that I  
16 think that six out of ten people would probably  
17 agree with you, that's why our estimate that only 40  
18 percent of the people would make the decision to go  
19 through and pay the tolls. Now, keep in mind, that  
20 the final decision has not been made yet to  
21 implement the tolls. We have to develop a financing  
22 plan. Legislature has to agree with the financing  
23 plan, and tolls may or may not ultimately be a  
24 portion of it. But, you know, we are still -- at  
25 the moment we are following the direction of the

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 28

1 legislature to evaluate the toll as a demonstration  
2 project.

3 MR. LORENZI: And the traffic study that Roger  
4 is referring to, I think, that is public, for public  
5 knowledge. It's on the RTC's web site. I believe  
6 if there isn't a link or to the RTC web site in the  
7 handout, then we can get that to you. But the  
8 entire traffic study is available for you to look at  
9 and it gives -- it's very complex, but it might  
10 answer some more of the questions.

11 MS. RODRIGUEZ: I'm Nicole Rodriguez. I'm a  
12 Boulder City resident and BCH member. I have a  
13 couple questions and comments. I keep hearing if  
14 and potential and possible. Is it possible to  
15 completely not do this bypass? Or is it just the  
16 toll that is a possibility?

17 MR. LORENZI: Anything is possible but I'm  
18 sorry to answer that. Right now until the  
19 legislation makes a determination, we just can't  
20 give any final determination. If the legislation  
21 says that the tolling does not pencil out and then  
22 we're left with basically two options there, we have  
23 a public-private partnership. We are having  
24 meetings. There are P3 concessionaires that are  
25 showing interest in financing the bypass, but the

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 29

1 other option is if the P3 doesn't go forward, then  
2 NDOT puts it in our queue to, you know, as soon as  
3 we have funding in place to construct it. That  
4 would take some time just because of the benefit  
5 cost ratio that is put on this project is just not  
6 as high as other projects that we're fighting for  
7 the same funds.

8 MS. RODRIGUEZ: Well, it sounds like we're  
9 using Boulder City as a guinea pig to start tolling  
10 in Nevada and, frankly, I don't like the idea of  
11 being a guinea pig, especially when access to the  
12 desert is going to be restricted, very restricted,  
13 very close to the horses and also the off road  
14 vehicles and gun range, and we could just keep  
15 going. And, also, how do we ensure that the  
16 Horseman's Association has access to the desert and  
17 we're not completely landlocked?

18 MR. LORENZI: Well, we have been contacted by  
19 the equestrian groups and you see these blue text  
20 boxes here, there are multiple bridges. And each of  
21 these bridges does have an underpass for the  
22 equestrian. So we have been in contact with them  
23 and we have met with them, and we have considered  
24 that. So we're not ignoring that. That will be a  
25 part of the bypass. They will have the ability to

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 30

1 cross back and forth across the bypass.

2 MR. WRIGHT: What about us not having access?  
3 You didn't answer that question. Is there a way to  
4 get out of that?

5 MR. LORENZI: That's what I meant by anything  
6 is possible, but that is not a decision that I can  
7 make. Phase 1 is moving forward.

8 MR. WHEELER: Del Wheeler, back country  
9 horseman Boulder City Horseman's Association as  
10 horseman and equestrian. On Phase 2, looking at the  
11 blue wildlife bridges that you have and just looking  
12 at Google maps, I'm concerned that the bridges you  
13 put in currently as, you know, Tony, we're trying to  
14 use the wildlife access so that you put in with the  
15 safety corridor the ingress and egress out of that  
16 is a little rough for us. So I was wondering on  
17 these ones that you're putting in the blue ones,  
18 will they allow access to the current one using  
19 access to Lake Mead, and when is the footing going  
20 to be going in and out of those?

21 MR. LORENZI: I'm not sure about tying into  
22 the one you mentioned, but I did back when we met, I  
23 provided the cross section of the design of the  
24 bridge and the underpasses. I can send that to you  
25 again if you would like. But it does show you the

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 31

1 distance off the edge of the roadway that horses  
2 would have to travel and the vertical clearance  
3 would be plenty tall enough. But I can send those  
4 to you again if you --

5 MR. WHEELER: Tony, I'm not worried about the  
6 underpass itself. I'm concerned about the three  
7 locations that you're showing them for the wildlife  
8 underpass. I've ridden that area pretty  
9 extensively. And looking at what you have on the  
10 map and looking at what I've ridden, it's just not  
11 conducive to actually being used. If you get out  
12 towards boy scouts trying to use those three passes,  
13 I'd like to sit and talk to you and take a look and  
14 see exactly what those locations are. Doesn't do  
15 you any good if you tell us that we have an  
16 equestrian underpass if it doesn't get us where we  
17 need to go. You might as well say it's off limits  
18 to us. The other question I have is on your Phase  
19 1, as you know, the City of Henderson has extensive  
20 equestrian trails over on their side. The  
21 intention, last meeting I had with them was they  
22 were going to put a trailhead for the Macaulay Hills  
23 Trails, all that section. Do we have access for OHV  
24 and equestrians to that area? Currently, as me and  
25 you have talked about, our only option is off limits

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 32

1 to OHV and equestrians. Our only access is to  
2 literally use one of the three gates or lay down the  
3 plywood on the camel guards you have across the  
4 highway, you know, in order to get over to that  
5 section. And when you put this bypass in, although  
6 you have an allowed and you permitted an OHV on the  
7 Phase 2, on the Phase 1, I don't see any access for  
8 OHV or equestrians to get over to the Henderson  
9 area.

10 MR. LORENZI: Well, in the Environmental  
11 Impact Statement of Foothill, is right now, is the  
12 current crossing of US 93, it's underneath US 93  
13 but, you know, this is something that has come up  
14 since we last met with City of Henderson Parks and  
15 Recreation and through the RTC and myself, we have  
16 had a couple meetings, and we are -- I think  
17 Henderson found some grant money to put in an  
18 equestrian crossing over US 93, and we only had a  
19 couple meetings. And we're just -- we don't know  
20 exactly where it's going to be. We're assuming that  
21 it's going to be -- I'm recommending that it's going  
22 to be as close to the railroad structure as we can  
23 because, you know, our US 93 is going to dip down  
24 below the railroad tracks enough to get vertical  
25 clearance there. So if we put equestrian multiuse

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 33

1 path bridge over US 93 and do it close to the  
2 bridge, that would minimize the amount of ramps that  
3 we need. But we are looking at adding that as part  
4 of -- I talked to Henderson. I have said we can  
5 work that in with our package 3 plans. Like I said,  
6 they are seeking funding for it. I think they have  
7 a grant for it, but that is something we're going to  
8 be including.

9 MR. WHEELER: Can we get put on record for RTC  
10 and NDOT as a stakeholder in the Phase 1 project so  
11 that we're notified when you guys are meeting and we  
12 can put in our two cents? Back country horsemen  
13 have been showing up at a number of different  
14 meetings with Henderson, but we don't necessarily  
15 get the information unless we read the newspaper as  
16 far as what you're doing with Phase 1 and Phase 2.

17 MR. LORENZI: Sure. Just send it, put on a  
18 comment card, if you provide your e-mail contact  
19 information and then, yeah, we can add you to the  
20 stakeholder list.

21 MR. WHEELER: Thank you.

22 MR. JIM: Hi. I'm Eddie Jim with the Paiute  
23 tribe. What makes you think the federal government  
24 is going to allow you to put a toll route through  
25 there? This area through here is considered Nabta

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 34

1 town super highway Canada-Mex highway. Like the  
2 gentleman said, they are wanting to push their  
3 trucks through here from Mexico and Canada. Don't  
4 be surprised if the federal government tries to step  
5 in here and say you can't do that. Just asking you  
6 that question.

7 MR. LORENZI: Roger just informed me that Map  
8 21 allows tolling. We have Greg Novak with the  
9 FHWA. He might be able to expand on that.

10 MR. NOVAK: The previous long-held tradition  
11 of freeways being free was amended by your elected  
12 representatives. Twenty-one freeways can now be  
13 tolled at long-standing restriction was removed by  
14 congress. So this Boulder City Bypass could be  
15 tolled, and it was also designated as Interstate 11  
16 under the recent act. So it's a possibility, it's  
17 not required, but it can be tolled.

18 MR. JIM: I do know, you're talking about  
19 State of Nevada, but also heard that they tried to  
20 do a toll route through the St. George there and was  
21 turned down. So I don't know why, but I'm just  
22 mentioning that.

23 MR. NOVAK: We're aware of that I-15 situation  
24 as well toll as possible.

25 MR. JIM: Another thing you were talking

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 35

1 about, the tortoises was my concern. What else have  
2 you done for the other wildlife to protect them?

3 MR. COOK: The desert tortoise are protected  
4 by wildlife. They are endangered species as far as  
5 the other wildlife species, we'll have mitigation  
6 efforts to maintain the existing vegetation out  
7 there, minimize erosion and improve water quality so  
8 that the existing species are not impacted as little  
9 as possible. That also includes the desert Big Horn  
10 sheep.

11 MR. JIM: Okay. Thank you.

12 MR. LORENZI: The Environmental Impact  
13 Statement and the -- I mean the Federal Highway  
14 Administration has oversight, and so they will hold  
15 us true to that, so we do have mitigation measures  
16 and we do enforce that. And we can't build a  
17 project without those being environmentally cleared.

18 MS. FORD: Cindy Ford again. I think, Roger,  
19 you told me that the city council wanted a lot of  
20 the traffic out of Boulder City. That's what kind  
21 of started this. Am I -- is that right or no?

22 MR. PATTON: I think what I said was that the  
23 purpose and need for the project was first  
24 established through discussion with the City of  
25 Boulder City and it's the City of Boulder City who

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 36

1 has been supportive of removing traffic from US 93  
2 through Boulder City.

3 MS. FORD: Okay. And did you say it goes to  
4 Washington in February for the -- if they are going  
5 to do it or not; is that right?

6 MR. COOK: What's going to be approved in  
7 February will be the NEPA (phonetic) or  
8 environmental reevaluation as a result of the  
9 features that were shown in yellow, so that will be  
10 included in the NEPA analysis or the environmental  
11 analysis. It will be kind of a prong that is added  
12 to the overall environmental analysis. And, yes,  
13 that is due to be looked at by federal highways, and  
14 we are expecting the yea or nay sometime mid to the  
15 end of February.

16 MS. FORD: Okay. And who makes -- like who  
17 makes the decision not to do it? If, say, can that  
18 decision be made, or has it already been made it's  
19 going to be done whether --

20 MR. COOK: The decision to build it has not  
21 been made. The decision to approve it from  
22 environmental view point has been made. That was  
23 decided upon back in 2005 when the Boulder City  
24 Bypass EIS was approved. There is a huge amount of  
25 money that is needed to complete Phase 2 and this

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 37

1 tolling option is an option, too, to help generate  
2 that money to build it sooner rather than later. So  
3 it's still to be seen whether or not the money can  
4 be generated to actually build and manage that Phase  
5 2 or the tolling component of Boulder City Bypass.

6 MR. LORENZI: So on the www.Boulder  
7 Citybypass.com, I encourage you to go on there.  
8 There is a full Environmental Impact Statement  
9 available on the web site as well as the record of  
10 decision that Steve referred to. In 2005, there was  
11 a record of decision issued on this, so all those  
12 documents are available.

13 MR. WHEELER: Can I ask you a follow-up  
14 question on that question?

15 MS. MAXEY: We'll go ahead and take this  
16 gentleman and open it to open house so you have some  
17 more time. Before we're done with the meeting  
18 tonight at 7:00, we'll turn it over to open house.

19 MR. HORMAN: My name is Eric Horman  
20 (phonetic). I'm a Boulder City resident. I had  
21 questions about the funding. I was wondering  
22 because we're expecting elevated trucking, how much  
23 money takes place for appropriate weights or weigh  
24 scale before they go across the traffic in getting  
25 the funds that way instead of having a toll bridge

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 38

1     that affecting non-commercial traffic? Do we have  
2     any studies for that kind of way of getting revenue?

3             MR. PATTON: You know, when it comes to  
4     raising the rates for the trucks paid to use the  
5     highways, that's more of a statewide or federal  
6     decision. You know, it's -- that's not focused on a  
7     single roadway like we are today. That would  
8     require, you know, decisions at the state level or  
9     federal level to charge higher rates for truckers  
10    using trucks on the national highway system.

11            MR. HORMAN: Okay. I have another question  
12    about how to do the toll road that we're talking  
13    about, now, is that a completely NDOT project, or is  
14    this talking about the private public funding for  
15    the road?

16            MR. PATTON: It is a public highway and  
17    legislature directed the RTC to develop it as a  
18    public highway using a public-private partnership.  
19    It will remain a public highway. The RTC and NDOT  
20    are cooperating. They have a cooperative agreement  
21    to develop the highway. So the lead agency as far  
22    as the legislature is concerned, I believe is the  
23    RTC, but it's very much an RTC funded project. The  
24    Federal Highway Administration does that oversight.

25            MR. HORMAN: They have the oversight on the

**Public Information Meeting - 1/16/2013**  
**Boulder City Bypass**

Page 39

1 toll, so for as long as the road is a toll road or  
2 there is a private company that is involved, will  
3 they have any say in the toll price?

4 MR. PATTON: I believe that, you know, the  
5 recommendations of the RTC will be that the RTC  
6 retain the risk of the revenue, meaning that the RTC  
7 will be the one, you know, who collects the toll if  
8 it's going to be tolled, and that the RTC would  
9 probably have the responsibility of setting the  
10 toll. But we don't yet know what those guidelines  
11 would be or what procedures the RTC would use and,  
12 obviously, that would have to be established before  
13 the RTC actually sets the toll rates.

14 MR. LORENZI: As Greg mentioned, this is  
15 designated as Interstate 11. So the Federal Highway  
16 Administration and NDOT will be involved in working  
17 with the RTC regardless of what happens so --

18 MR. WHEELER: Again, concerned equestrian. To  
19 me of the Henderson where they are going to put your  
20 -- where your package 5 is, that is access from  
21 their property over to their property. What I'm  
22 concerned about is equestrian access across 95 there  
23 where it says package 4. As I say, right now the  
24 only access we have is to put plywood across your  
25 camel guards or to pop the gates and cross the

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 40

1 highway, we literally cross the highway. Are you  
2 going to be able to put any provisions in either for  
3 wildlife overpass or equestrian overpass culvert,  
4 some way that we'll be actually able to get across  
5 95 without actually passing 95?

6 MR. LORENZI: I'm sorry. Now I understand  
7 your question. I'm sorry, I didn't before. But  
8 that I remember we discussed that when we met and we  
9 do not have anything designed as of yet, but we do  
10 need to discuss that in internally with the RTC as  
11 well as Phase 2. But it's something we're going to  
12 need to talk about. We just don't have anything in  
13 place right now to accommodate that.

14 MR. WHEELER: So the only recommendation that  
15 NDOT and RTC has right now is to go ahead and cross  
16 the highway?

17 MR. LORENZI: I don't know if we can recommend  
18 anything.

19 MR. WHEELER: The only option you're giving us  
20 right now is simply open the gates and go through  
21 across the highway?

22 MR. LORENZI: Basically, yeah. It's just at  
23 your own risk.

24 MR. WHEELER: Absolutely. Thank you.

25 MR. LORENZI: Go fast.

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

Page 41

1           MS. MAXEY: Okay. It's approximately 6:25.  
2 We've got roughly a half hour left, so feel free to  
3 go ahead and seek out a representative, ask your  
4 questions. We need your comments tonight. That's  
5 why you're here. That's why we're here. So, with  
6 that, we'll go ahead and close our Q and A. Thank  
7 you again.

8           MR. WHEELER: Del Wheeler, Requesting  
9 stakeholder status for the Bristlecone Chapter Back  
10 Country Horsemen. Their address is P.O. Box 1626,  
11 Pahrump, Nevada, 89041. Their contact phone number  
12 is 702-278-3566. Then we also would like  
13 stakeholder status for the Boulder City Horseman's  
14 association, P.O. Box 896, Boulder City, Nevada,  
15 89006. Larry Shepherd is the president and his  
16 contact number is 702-294-0916. Our main concerns  
17 are access to across the 95 from Boulder City to  
18 access the Macaulay Hills area. Currently the only  
19 access that we have across 95 is to actually cross  
20 the highway. We would like them to consider in  
21 Phase 1, putting either an access bridge or a  
22 culvert allowing OHV and equestrian access across  
23 the 95. On Phase 2, our main concern is the bridges  
24 indicated on Phase 2, the location to we want to  
25 make, we want to assure that it allows access to the

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

1 current wildlife under crossing that we must use to  
2 get across 93.

3 \* \* \* \* \*

4

5 Attest: Full, true, accurate transcript of  
6 proceedings.

7

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9 ANGELA CAMPAGNA,  
CCR #495

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**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p align="center"><b>A</b></p> <p><b>\$2.25</b> 9:18 10:2 14:17 17:4,14,19 19:22 26:23,24 26:25 <b>ability</b> 20:2 29:25 <b>able</b> 20:12 23:17 24:22,24 34:9 40:2,4 <b>absolutely</b> 15:24 40:24 <b>accepted</b> 11:22 <b>accepting</b> 4:17 12:10 <b>access</b> 19:23 20:16 24:8 26:25 29:11,16 30:2,14,18,19 31:23 32:1,7 39:20,22,24 41:17,18,19,21 41:22,25 <b>accident</b> 24:8,12 24:19 <b>accommodate</b> 6:10 40:13 <b>accurate</b> 42:5 <b>achieve</b> 14:11,12 <b>achieved</b> 26:11 <b>acquisition</b> 5:4,9 <b>acquisitions</b> 5:7 <b>act</b> 34:16 <b>actual</b> 8:4,4 21:10 <b>add</b> 20:19 33:19 <b>added</b> 36:11 <b>adding</b> 33:3 <b>addition</b> 9:9 23:2 <b>address</b> 5:18 41:10 <b>adjust</b> 26:13 <b>adjusted</b> 26:10 <b>Administration</b> 6:16 35:14 38:24 39:16</p>	<p><b>advance</b> 21:1 <b>adverse</b> 11:23 <b>aesthetics</b> 6:7 8:1 13:8 <b>agency</b> 38:21 <b>agree</b> 27:17,22 <b>agreement</b> 18:16 38:20 <b>ahead</b> 4:1 18:12 20:23 37:15 40:15 41:3,6 <b>Aileen</b> 3:7 <b>air</b> 11:20 <b>alignment</b> 10:25 11:3 <b>allow</b> 3:24 18:23 30:18 33:24 <b>allowed</b> 32:6 <b>allowing</b> 41:22 <b>allows</b> 34:8 41:25 <b>altogether</b> 19:3 <b>Amber</b> 3:6 <b>amended</b> 8:16 34:11 <b>amount</b> 17:6 19:9 23:11,18 33:2 36:24 <b>analysis</b> 36:10,11 36:12 <b>analyzed</b> 11:18 <b>Angela</b> 1:25 42:9 <b>answer</b> 12:3 16:8 18:20 22:24 28:10,18 30:3 <b>anticipate</b> 5:21 <b>anticipating</b> 7:8 9:25 23:17 <b>anybody</b> 25:1 <b>anymore</b> 25:9,19 <b>apartment</b> 15:12 <b>approach</b> 2:14 <b>appropriate</b> 37:23 <b>approve</b> 36:21</p>	<p><b>approved</b> 8:10 14:13 36:6,24 <b>approximate</b> 7:12 <b>approximately</b> 26:5 41:1 <b>architect</b> 8:2,2 13:5 <b>area</b> 31:8,24 32:9 33:25 41:18 <b>argue</b> 17:15 <b>Arizona</b> 20:9 <b>asked</b> 15:14 19:2 25:16 <b>asking</b> 12:1 34:5 <b>aspects</b> 11:7 <b>association</b> 29:16 30:9 41:14 <b>assume</b> 26:14 <b>assuming</b> 18:16 32:20 <b>assure</b> 41:25 <b>Atkinson</b> 19:8,8 26:22 27:2 <b>Attest</b> 42:5 <b>attract</b> 26:20 <b>audience</b> 3:8,10 <b>authority</b> 4:10 <b>authorized</b> 18:1 <b>authorizing</b> 8:11 <b>available</b> 2:16 28:8 37:9,12 <b>avoid</b> 11:3 <b>awarding</b> 5:21 <b>aware</b> 18:20 34:23 <b>axel</b> 26:23,24 27:7</p> <hr/> <p align="center"><b>B</b></p> <p><b>back</b> 3:14,18 13:4 14:25 17:12,16 18:3,3 24:12,15 24:24 30:1,8,22 33:12 36:23 41:9</p>	<p><b>backed</b> 27:14 <b>backup</b> 23:4,6,8 <b>based</b> 20:16 26:25 <b>basically</b> 9:13,19 16:22 18:4 28:22 40:22 <b>basis</b> 7:18 22:14 22:18 <b>BCH</b> 28:12 <b>believe</b> 3:19 17:4 19:18 26:14 28:5 38:22 39:4 <b>Belknap</b> 2:3,3 <b>benefit</b> 29:4 <b>Berger</b> 3:5 8:7 <b>best</b> 7:3 26:4 <b>better</b> 25:10 <b>Big</b> 35:9 <b>biggest</b> 19:14 <b>Bill</b> 2:3 8:10 <b>billed</b> 9:8 <b>biology</b> 11:21 <b>bit</b> 9:16 27:12 <b>black</b> 6:21,21 7:22 <b>blue</b> 29:19 30:11 30:17 <b>board</b> 13:6 <b>boards</b> 12:15,15 <b>booths</b> 22:18 <b>Boulder</b> 1:5,7,9 2:3,7,14,15 3:1 3:21 4:6,23 8:16 9:24 10:4,6 12:4 12:7 13:14,15 14:4,6,8,15,17 14:18,21 16:1,3 16:16 17:9,12 18:18 19:2,25 20:3,7,10,13,14 21:2,4,17,19 24:6,10,18,20,21 25:5 26:1,12 28:12 29:9 30:9</p>	<p>34:14 35:20,25 35:25 36:2,23 37:5,20 41:13,14 41:17 <b>box</b> 3:18 12:19 41:10,14 <b>boxes</b> 29:20 <b>boy</b> 31:12 <b>bridge</b> 7:6,14,14 7:17 9:24 27:7 27:11 30:24 33:1,2 37:25 41:21 <b>bridges</b> 29:20,21 30:11,12 41:23 <b>bring</b> 4:16 6:4 <b>Bristlecone</b> 41:9 <b>brought</b> 6:13 <b>build</b> 6:5 7:16 10:14 14:13 18:11 35:16 36:20 37:2,4 <b>building</b> 15:5 <b>businesses</b> 2:16 <b>busy</b> 2:25 <b>bypass</b> 1:5 2:6,12 2:15 3:1,22 4:6 8:16,19,19,23 9:20,22 10:2,7 10:15 11:25 12:1,2 13:19 14:2,15,17 15:16 15:19 17:5,12,19 17:21 18:16 19:10,15,16 21:3 21:9,20,25 23:22 23:23 24:2,7,11 24:22 25:4 26:7 26:21 28:15,25 29:25 30:1 32:5 34:14 36:24 37:5</p> <hr/> <p align="center"><b>C</b></p>
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**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p><b>C</b> 2:1  <b>California</b> 22:20  <b>camel</b> 32:3 39:25  <b>Campagna</b> 1:25              42:9  <b>Canada</b> 34:3  <b>Canada-Mex</b> 34:1  <b>cap</b> 13:24  <b>car</b> 19:21  <b>card</b> 9:12 33:18  <b>cars</b> 15:21 23:11              25:23 26:6  <b>Carson</b> 12:22              21:20 22:1  <b>cash</b> 9:12  <b>cause</b> 23:9  <b>caused</b> 22:8 23:8  <b>CCR</b> 1:25 42:9  <b>cents</b> 17:15,15              33:12  <b>change</b> 18:25  <b>Chapter</b> 41:9  <b>charge</b> 16:25              17:20 23:9 38:9  <b>charged</b> 16:23,25  <b>charging</b> 20:17              21:6 23:2  <b>choice</b> 2:19 14:14  <b>choices</b> 2:14  <b>choose</b> 2:15,20              14:16 17:18              19:19 21:1  <b>Cindy</b> 13:13              25:20 35:18  <b>city</b> 1:5,7,9 2:3,7              2:14,15 3:1,22              4:6,23 6:11 8:16              9:24 10:4,6 12:4              12:7,22 13:14,15              13:16,17,22 14:4              14:6,8,15,17,18              14:21,24 15:4,8              16:2,3,4,16              17:10,12 18:18</p>	<p>19:2,25 20:3,7          20:10,13,14 21:2          21:4,9,18,19,20          22:1 24:7,8,10          24:19,20,21 25:5          26:1,12 28:12          29:9 30:9 31:19          32:14 34:14          35:19,20,24,25          35:25,25 36:2,23          37:5,20 41:13,14          41:17  <b>Citybypass.com</b>              37:7  <b>clear</b> 13:3  <b>clearance</b> 31:2              32:25  <b>cleared</b> 35:17  <b>climbing</b> 11:8  <b>close</b> 2:8 29:13              32:22 33:1 41:6  <b>closer</b> 11:12  <b>collect</b> 9:11,14              12:9  <b>collected</b> 10:8  <b>collection</b> 9:6  <b>collects</b> 39:7  <b>Colorado</b> 6:18  <b>come</b> 2:25 4:16              6:14 10:11              12:20 13:4              16:11,12,17              24:24 32:13  <b>comes</b> 38:3  <b>coming</b> 2:21,24              4:4 9:23 20:7              24:21  <b>comment</b> 3:15,18              3:23 4:15 12:18              21:7 33:18  <b>comments</b> 3:9,12              3:21 4:14 12:9              12:11,22,23 13:3              16:2 28:13 41:4</p>	<p><b>commerce</b> 19:5  <b>commercial</b> 20:9  <b>Commission</b> 6:19              8:12 26:15  <b>committed</b> 24:1  <b>community</b> 22:2  <b>company</b> 39:2  <b>complete</b> 5:8              21:21 36:25  <b>completely</b> 14:20              28:15 29:17              38:13  <b>completion</b> 5:21  <b>complex</b> 19:17              28:9  <b>component</b> 37:5  <b>concept</b> 8:20 9:1  <b>concern</b> 35:1              41:23  <b>concerned</b> 2:4              21:22 23:5              30:12 31:6              38:22 39:18,22  <b>concerns</b> 41:16  <b>concessionaires</b>              28:24  <b>condemnation</b> 5:9  <b>condo</b> 15:11  <b>conducive</b> 31:11  <b>congestion</b> 14:5  <b>congress</b> 34:14  <b>consider</b> 41:20  <b>considered</b> 29:23              33:25  <b>considering</b> 21:5  <b>constraints</b> 7:1  <b>construct</b> 8:14 9:1              29:3  <b>construction</b> 5:5              5:22 7:9 10:9  <b>consultants</b> 26:19  <b>contact</b> 15:8              29:22 33:18              41:11,16</p>	<p><b>contacted</b> 29:18  <b>continue</b> 10:4              16:16  <b>continuing</b> 10:7              21:19  <b>continuous</b> 24:5  <b>contract</b> 5:25 6:2  <b>contractor</b> 5:25  <b>contractors</b> 6:14  <b>convince</b> 17:11  <b>Cook</b> 3:4 5:18              10:19,20 11:12              11:15 13:20              16:14 21:11              22:10 23:5 35:3              36:6,20  <b>cooler</b> 9:16  <b>cooperating</b> 38:20  <b>cooperative</b> 38:20  <b>Corbin</b> 21:4,4              22:5,24 23:7,20  <b>corridor</b> 30:15  <b>cost</b> 7:12 10:9,11              10:12,16,22 29:5  <b>costs</b> 7:12  <b>council</b> 13:17,17              35:19  <b>country</b> 30:8              33:12 41:10  <b>couple</b> 4:7 6:18              8:23 13:15              28:13 32:16,19  <b>court</b> 3:10 12:21              13:12  <b>cover</b> 10:17  <b>covering</b> 9:14  <b>crack</b> 18:21  <b>credit</b> 9:11  <b>criteria</b> 8:24  <b>cross</b> 23:25,25              30:1,23 39:25              40:1,15 41:19  <b>crosses</b> 25:2  <b>crossing</b> 32:12,18</p>	<p>42:1  <b>culvert</b> 40:3 41:22  <b>current</b> 2:4 18:22              30:18 32:12              42:1  <b>currently</b> 20:20              30:13 31:24              41:18  <b>curve</b> 7:20</p> <hr/> <p align="center"><b>D</b></p> <hr/> <p><b>D</b> 2:1  <b>dam</b> 8:5,19 21:18              24:2  <b>date</b> 7:11  <b>days</b> 2:25  <b>dealing</b> 5:9  <b>decided</b> 36:23  <b>decision</b> 18:11              19:5,22 21:1              27:18,20 30:6              36:17,18,20,21              37:10,11 38:6  <b>decisions</b> 26:13              38:8  <b>Del</b> 30:8 41:8  <b>delay</b> 22:8 23:2,9  <b>delayed</b> 20:23  <b>delivered</b> 6:22,25              7:4,8  <b>demonstration</b>              8:15 28:1  <b>department</b> 2:23              7:2  <b>desert</b> 29:12,16              35:3,9  <b>design</b> 7:5 8:13              10:14,21 30:23  <b>designated</b> 34:15              39:15  <b>designed</b> 40:9  <b>determination</b>              28:19,20  <b>develop</b> 27:21</p>
--	---	--	--	--

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p>38:17,21  <b>developed</b> 8:21  <b>developer</b> 6:12  15:4  <b>development</b> 6:10  10:15 11:1 15:3  15:3,7  <b>devices</b> 23:14  <b>die</b> 15:16  <b>different</b> 6:15  16:6,7 33:13  <b>difficult</b> 25:13  <b>dip</b> 32:23  <b>directed</b> 10:13  38:17  <b>direction</b> 9:5,9  26:14 27:25  <b>directly</b> 12:22  <b>dirt</b> 5:23  <b>discuss</b> 4:12 40:10  <b>discussed</b> 40:8  <b>discussion</b> 20:4  35:24  <b>disincentive</b> 17:20  <b>displayed</b> 5:6  <b>distance</b> 31:1  <b>divert</b> 27:12  <b>division</b> 8:2  <b>document</b> 11:17  <b>documents</b> 37:12  <b>doing</b> 18:4 33:16  <b>dollars</b> 17:7,8,8  26:3  <b>double</b> 24:15 27:2  27:3  <b>downtown</b> 2:7,7  2:16  <b>dozen</b> 6:15  <b>driver</b> 27:6  <b>drives</b> 9:24  <b>driving</b> 9:8 12:7  14:15 25:3  <b>dropped</b> 11:3  <b>drove</b> 9:7</p>	<p><b>due</b> 6:25 12:24  36:13  <b>dynamic</b> 20:20</p> <hr/> <p align="center"><b>E</b></p> <hr/> <p><b>E</b> 2:1,1  <b>e-mail</b> 12:23  33:18  <b>earlier</b> 15:14  <b>easy</b> 9:1  <b>economic</b> 21:9  <b>economics</b> 11:20  <b>Eddie</b> 33:22  <b>edge</b> 31:1  <b>effective</b> 14:18  <b>efforts</b> 35:6  <b>egress</b> 30:15  <b>eight</b> 17:7  <b>EIS</b> 14:20 36:24  <b>either</b> 9:11 12:19  40:2 41:21  <b>elect</b> 10:1 26:7  <b>elected</b> 34:11  <b>electronic</b> 9:3,5  <b>electronically</b> 9:8  <b>elements</b> 10:22  11:18  <b>elevated</b> 6:9 37:22  <b>emotions</b> 16:7  <b>encourage</b> 37:7  <b>endangered</b> 35:4  <b>enforce</b> 19:4,6  35:16  <b>engineering</b> 16:20  17:3  <b>ensure</b> 29:15  <b>enter</b> 8:12  <b>entice</b> 20:1  <b>entire</b> 10:12 18:6  24:1,15 25:4  28:8  <b>entitled</b> 15:4  <b>entitlements</b> 15:6  <b>environmental</b></p>	<p>3:4 5:17 11:16  14:2 32:10  35:12 36:8,10,12  36:22 37:8  <b>environmentally</b>  35:17  <b>equestrian</b> 29:19  29:22 30:10  31:16,20 32:18  32:25 39:18,22  40:3 41:22  <b>equestrians</b> 31:24  32:1,8  <b>Eric</b> 37:19  <b>erosion</b> 35:7  <b>especially</b> 29:11  <b>establish</b> 8:21  26:16  <b>established</b> 19:20  26:8 35:24  39:12  <b>estimate</b> 26:4  27:17  <b>estimating</b> 6:1  9:17  <b>evaluate</b> 28:1  <b>evaluating</b> 12:12  <b>evening</b> 4:3,4  12:15  <b>exactly</b> 31:14  32:20  <b>examining</b> 10:13  <b>exception</b> 24:11  <b>excuse</b> 11:17  <b>exhibit</b> 5:6  <b>existing</b> 19:4  24:16 35:6,8  <b>exits</b> 23:22,23  <b>expand</b> 23:17  34:9  <b>expect</b> 10:5,10  16:22 21:11  <b>expected</b> 10:5  11:25 22:8,25</p>	<p><b>expecting</b> 36:14  37:22  <b>experienced</b> 22:21  <b>explaining</b> 2:13  23:10  <b>extended</b> 20:24  <b>extensive</b> 31:19  <b>extensively</b> 31:9  <b>extra</b> 22:7</p> <hr/> <p align="center"><b>F</b></p> <hr/> <p><b>facts</b> 21:8,10  <b>failed</b> 13:5  <b>fairly</b> 17:11 23:3  <b>familiar</b> 5:2  <b>far</b> 33:16 35:4  38:21  <b>fast</b> 40:25  <b>favor</b> 21:25  <b>feasibility</b> 25:3  <b>feathers</b> 13:23  <b>features</b> 36:9  <b>February</b> 3:19  4:17 12:11,24  36:4,7,15  <b>federal</b> 33:23 34:4  35:13 36:13  38:5,9,24 39:15  <b>fee</b> 22:15  <b>feel</b> 22:2 41:2  <b>feelings</b> 21:10  <b>feet</b> 7:24,24  <b>fence</b> 5:16  <b>fencing</b> 5:12,14  5:16  <b>FHWA</b> 11:22  12:8 13:9 34:9  <b>fighting</b> 29:6  <b>figured</b> 9:19  <b>fill</b> 3:17 4:15  <b>final</b> 27:20 28:20  <b>finance</b> 8:14  10:14  <b>financing</b> 27:21</p>	<p>27:22 28:25  <b>find</b> 2:25 14:19  <b>fine</b> 10:21 16:4  <b>finishing</b> 7:7  <b>firm</b> 16:20 17:3  <b>first</b> 13:11,16 14:2  17:24 19:15  35:23  <b>fiscal</b> 6:22  <b>five</b> 7:18 13:24  <b>flat</b> 8:25  <b>flow</b> 14:7  <b>focused</b> 38:6  <b>follow</b> 7:10 24:15  24:23  <b>follow-up</b> 37:13  <b>following</b> 5:20  7:20 27:25  <b>foot</b> 6:7,7  <b>Foothill</b> 32:11  <b>footing</b> 30:19  <b>Ford</b> 13:13,13,22  14:22 15:9,14,20  15:23 16:9,11,17  17:22 25:20,20  35:18,18 36:3,16  <b>format</b> 4:13  <b>forms</b> 4:15,15  <b>forth</b> 30:1  <b>forward</b> 5:1 29:1  30:7  <b>found</b> 11:17,21  32:17  <b>four</b> 26:5,6,6  27:13  <b>frankly</b> 29:10  <b>free</b> 12:21 14:13  16:22 21:2 27:8  27:9 34:11 41:2  <b>freeways</b> 34:11,12  <b>frequently</b> 2:8  <b>frontage</b> 5:24 6:4  6:9,12 7:21  <b>full</b> 2:9 37:8 42:5</p>
---	--	---	---	---

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<b>funded</b> 38:23	18:5,12 19:10,16	<b>head</b> 27:1	30:9 41:13	2:4,13 13:2
<b>funding</b> 7:1 29:3	19:18 20:3,5,10	<b>hear</b> 3:15 11:14	<b>horsemen</b> 33:12	19:11,13 33:15
33:6 37:21	22:7,12 23:1,19	25:11,12	41:10	33:19
38:14	24:1,12 25:21	<b>heard</b> 21:23 34:19	<b>horses</b> 29:13 31:1	<b>informed</b> 34:7
<b>funds</b> 18:9,10	26:2,12 27:6,15	<b>hearing</b> 28:13	<b>hour</b> 41:2	<b>infrequent</b> 22:23
29:7 37:25	29:12,15 30:19	<b>hearings</b> 2:22	<b>hours</b> 25:7	<b>ingress</b> 30:15
<b>future</b> 6:10 15:3,3	30:20 31:22	<b>heavy</b> 4:20	<b>house</b> 37:16,18	<b>input</b> 18:13
20:4 25:10	32:20,21,21,23	<b>Heights</b> 15:6	<b>huge</b> 16:23 17:6	<b>inside</b> 25:5
26:10	33:7,24 36:4,6	<b>Held</b> 1:7	23:4 36:24	<b>intention</b> 31:21
<hr/> <b>G</b> <hr/>	36:19 39:8,19	<b>Hello</b> 18:14	<b>hydrology</b> 11:21	<b>interchange</b> 11:10
<b>G</b> 2:1	40:2,11	<b>help</b> 13:8 37:1	<hr/> <b>I</b> <hr/>	24:2
<b>gates</b> 32:2 39:25	<b>good</b> 4:3 17:25	<b>helping</b> 3:7	<b>I-15</b> 34:23	<b>interchanges</b> 24:5
40:20	31:15	<b>Henderson</b> 6:11	<b>idea</b> 29:10	<b>interest</b> 28:25
<b>generate</b> 37:1	<b>Google</b> 30:12	14:24 15:4,8	<b>identified</b> 6:22 7:4	<b>interesting</b> 15:25
<b>generated</b> 37:4	<b>government</b> 33:23	31:19 32:8,14,17	7:11 8:24	<b>internally</b> 40:10
<b>gentleman</b> 34:2	34:4	33:4,14 39:19	<b>ignoring</b> 29:24	<b>intersection</b> 2:8
37:16	<b>grant</b> 32:17 33:7	<b>hey</b> 16:18	<b>imagine</b> 25:1	<b>Interstate</b> 34:15
<b>George</b> 34:20	<b>gray</b> 7:21	<b>Hi</b> 23:21 33:22	<b>immediately</b> 5:20	39:15
<b>getting</b> 13:22	<b>green</b> 4:20 5:23	<b>hiding</b> 25:13	7:10	<b>introduce</b> 13:5
24:22 37:24	<b>Greg</b> 21:4 34:8	<b>high</b> 1:7 6:9 20:8	<b>impact</b> 22:6 23:1	<b>involved</b> 39:2,16
38:2	39:14	20:13 29:6	32:11 35:12	<b>issued</b> 37:11
<b>give</b> 4:11 18:7	<b>Group</b> 3:5 8:7	<b>higher</b> 38:9	37:8	<b>items</b> 11:15
28:20	<b>groups</b> 29:19	<b>highest</b> 7:25	<b>impacted</b> 35:8	<hr/> <b>J</b> <hr/>
<b>given</b> 14:14	<b>guards</b> 32:3 39:25	<b>highway</b> 2:5,18	<b>impacts</b> 11:4,24	<b>January</b> 1:20
<b>gives</b> 12:5 28:9	<b>guesstimated</b>	15:21 32:4 34:1	<b>implement</b> 27:21	<b>Jeff</b> 13:9
<b>giving</b> 40:19	26:22	34:1 35:13	<b>improve</b> 14:7 35:7	<b>Jericho</b> 15:6
<b>go</b> 4:1 5:19 7:15	<b>guidelines</b> 39:10	38:10,16,18,19	<b>improvements</b>	<b>Jim</b> 33:22,22
10:4,6,7 12:25	<b>guinea</b> 29:9,11	38:21,24 39:15	11:23	34:18,25 35:11
14:9,17 18:3,12	<b>gun</b> 29:14	40:1,1,16,21	<b>inboard</b> 20:14	<b>Joyce</b> 13:6
19:4,12 20:2	<b>guys</b> 13:19 15:15	41:20	<b>incentive</b> 21:6	<b>Julie</b> 2:22 4:14
21:6,17,19 22:15	33:11	<b>highways</b> 36:13	<b>incident</b> 20:23	<b>July</b> 5:19,20
23:15 26:1 27:8	<hr/> <b>H</b> <hr/>	38:5	<b>included</b> 11:8,9	<b>June</b> 5:19 6:24
27:18 29:1	<b>half</b> 7:9 25:7 41:2	<b>Hills</b> 31:22 41:18	36:10	<hr/> <b>K</b> <hr/>
31:17 37:7,15,24	<b>Hand</b> 3:6 18:19	<b>hit</b> 24:18	<b>includes</b> 35:9	<b>keep</b> 9:15,16
40:15,20,25 41:3	18:22,22	<b>hold</b> 35:14	<b>including</b> 6:1 33:8	17:19,25 18:23
41:6	<b>handout</b> 3:14 13:1	<b>home</b> 24:24 25:8	<b>increases</b> 12:5	27:19 28:13
<b>goes</b> 18:17 19:22	28:7	<b>Hoover</b> 8:5,19	18:17	29:14
26:24 27:7 36:3	<b>happens</b> 16:22	24:2	<b>indicate</b> 18:8	<b>kind</b> 22:15 27:12
<b>going</b> 4:9 6:25	39:17	<b>hopefully</b> 7:10	<b>indicated</b> 41:24	35:20 36:11
7:15 10:7 11:1	<b>happy</b> 13:8 25:17	<b>Horman</b> 37:19,19	<b>info@dot.state....</b>	38:2
12:8,12 13:23	<b>hard</b> 23:11 25:11	38:11,25	3:20	<b>know</b> 2:6,19 6:23
14:22 15:20	25:12	<b>Horn</b> 35:9	<b>inform</b> 20:22,25	15:5,9,21,23
16:4,18 17:9,10	<b>he'll</b> 4:2	<b>horseman</b> 30:9,10	<b>information</b> 1:6	17:7 18:5,20
		<b>Horseman's</b> 29:16		

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p>19:1 20:8 23:3 23:11,22 24:8 25:16,18,22,23 26:3,5,11 27:24 29:2 30:13 31:19 32:4,13,19 32:23 34:18,21 38:3,6,8 39:4,7 39:10 40:17 <b>knowing</b> 20:5 27:8 <b>knowledge</b> 28:5</p> <hr/> <p align="center"><b>L</b></p> <p><b>lack</b> 7:1 <b>lacking</b> 7:1 <b>Lake</b> 24:4 30:19 <b>land</b> 11:19 <b>landlocked</b> 29:17 <b>landscape</b> 7:25 8:1,2 13:5,7 <b>lane</b> 2:20 11:8 <b>lanes</b> 2:6,9 9:4,10 23:13,13,16 <b>large</b> 6:6,17 23:18 <b>larger</b> 4:22 <b>Larry</b> 41:15 <b>Las</b> 5:12 21:15 <b>law</b> 18:25 <b>lay</b> 32:2 <b>lead</b> 38:21 <b>leave</b> 3:16,17,20 12:19 <b>left</b> 2:6 28:22 41:2 <b>left-hand</b> 4:21 <b>legal</b> 18:15 <b>legislation</b> 18:23 28:19,20 <b>legislature</b> 8:10 10:13 18:1,4,8 18:13 27:22 28:1 38:17,22 <b>let's</b> 25:17 <b>level</b> 26:19,20</p>	<p>38:8,9 <b>lights</b> 3:7 <b>limit</b> 3:23 <b>limited</b> 24:7 <b>limits</b> 31:17,25 <b>line</b> 3:19,22 4:20 7:21,22 <b>lines</b> 6:21 <b>link</b> 28:6 <b>list</b> 33:20 <b>literally</b> 32:2 40:1 <b>little</b> 9:16 10:21 17:13 20:18 27:12 30:16 35:8 <b>live</b> 7:17 13:13 21:19 <b>living</b> 15:13 16:21 <b>local</b> 16:5 <b>location</b> 7:25 25:5 41:24 <b>locations</b> 8:24 31:7,14 <b>long</b> 6:7 7:24 24:9 39:1 <b>long-held</b> 34:10 <b>long-standing</b> 34:13 <b>longer</b> 4:23 <b>look</b> 12:10,15 18:2 28:8 31:13 <b>looked</b> 11:7,16 36:13 <b>looking</b> 12:12 30:10,11 31:9,10 33:3 <b>looks</b> 18:19 <b>Lorenzi</b> 3:3 4:3 15:2,11,18,22,25 18:19 19:1 20:19 23:10,24 24:14 25:1,15 28:3,17 29:18 30:5,21 32:10</p>	<p>33:17 34:7 35:12 37:6 39:14 40:6,17,22 40:25 <b>loss</b> 21:23 <b>lot</b> 10:22 11:4 16:22 20:4 21:21,24 35:19 <b>louder</b> 11:11 <b>Louis</b> 3:5 8:7 <b>low</b> 17:11 19:24 20:1,11 <b>Lucy</b> 13:5 <b>ludicrous</b> 27:11</p> <hr/> <p align="center"><b>M</b></p> <p><b>Macaulay</b> 31:22 41:18 <b>machine</b> 9:10 <b>machines</b> 9:14 <b>mail</b> 3:18 12:21 <b>main</b> 41:16,23 <b>mainline</b> 7:14 9:4 <b>maintain</b> 8:14,15 10:15 35:6 <b>maintenance</b> 10:10 24:3,3 <b>manage</b> 37:4 <b>manager</b> 3:2 <b>map</b> 31:10 34:7 <b>maps</b> 30:12 <b>Maxey</b> 2:21,22 12:25 25:19 37:15 41:1 <b>Mayor</b> 19:2 <b>McCLAIN</b> 23:21 23:21 24:6,17 25:6 <b>Mead</b> 24:4 30:19 <b>mean</b> 13:23 15:20 15:23 19:13 25:15 35:13 <b>meaning</b> 39:6 <b>means</b> 10:2,14</p>	<p><b>meant</b> 30:5 <b>measures</b> 35:15 <b>meet</b> 12:2 <b>meeting</b> 1:6 12:9 31:21 33:11 37:17 <b>meetings</b> 4:6,7 6:24 25:9 28:24 32:16,19 33:14 <b>member</b> 28:12 <b>mentioned</b> 4:14 7:18,23 15:2 30:22 39:14 <b>mentioning</b> 34:22 <b>merchants</b> 21:22 <b>message</b> 20:20 <b>met</b> 29:23 30:22 32:14 40:8 <b>Mexico</b> 18:17 34:3 <b>mic</b> 13:10 <b>microphone</b> 11:12 <b>mid</b> 36:14 <b>Mike</b> 3:6 18:14,19 18:20,22 19:6 <b>miles</b> 4:21,24 <b>million</b> 6:1,3 <b>millions</b> 25:21 26:2 <b>mind</b> 17:20 18:1 27:19 <b>minimize</b> 33:2 35:7 <b>minute</b> 27:10 <b>minutes</b> 3:24 <b>mitigation</b> 35:5 35:15 <b>mixed</b> 16:2,2,7 <b>mock-ups</b> 22:10 <b>moment</b> 27:25 <b>money</b> 7:3 13:24 27:10,12 32:17 36:25 37:2,3,23 <b>monthly</b> 22:15</p>	<p><b>move</b> 5:1 <b>movie</b> 15:21 <b>moving</b> 5:23 30:7 <b>multifamily</b> 15:11 15:12 <b>multiple</b> 4:5 5:2 29:20 <b>multiuse</b> 32:25</p> <hr/> <p align="center"><b>N</b></p> <p><b>N</b> 2:1 <b>Nabta</b> 33:25 <b>name</b> 2:22 13:12 13:13 15:7,15 19:8 27:5 37:19 <b>Nancy</b> 23:21 <b>national</b> 38:10 <b>nay</b> 36:14 <b>NDOT</b> 3:4 4:17 11:22 12:8 13:6 16:2 29:2 33:10 38:13,19 39:16 40:15 <b>near</b> 10:12,24 <b>nearly</b> 20:6 <b>necessarily</b> 33:14 <b>necessary</b> 18:10 <b>need</b> 2:5,12,17,18 2:19 5:1 9:10 12:2 14:1,9 19:7 25:10 26:11 31:17 33:3 35:23 40:10,12 41:4 <b>needed</b> 36:25 <b>needs</b> 24:7 <b>neighborhood</b> 6:3 <b>NEPA</b> 36:7,10 <b>Nevada</b> 1:9 2:23 8:10,12 18:1 20:9 29:10 34:19 41:11,14 <b>new</b> 2:12,18 <b>newspaper</b> 33:15</p>
--	---	--	---	--

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p><b>Nicole</b> 28:11  <b>noise</b> 11:20  <b>non-commercial</b> 38:1  <b>notified</b> 33:11  <b>Novak</b> 13:9 34:8 34:10,23  <b>number</b> 8:24 14:3 16:18 17:16 18:8 20:16 21:8 26:23,25 33:13 41:11,16</p> <hr/> <p align="center"><b>O</b></p> <p><b>O</b> 2:1  <b>objective</b> 14:10 19:25  <b>objectives</b> 26:10  <b>obviously</b> 4:9 19:24 20:12 26:9 39:12  <b>officer</b> 2:23  <b>offset</b> 10:9  <b>oh</b> 14:22  <b>OHV</b> 31:23 32:1,6 32:8 41:22  <b>okay</b> 4:19 13:11 13:18,22 14:22 15:14 21:7 24:6 35:11 36:3,16 38:11 41:1  <b>older</b> 2:7  <b>once</b> 6:12 7:16 12:23 13:1 23:24,25  <b>ones</b> 13:16 23:15 30:17,17  <b>open</b> 13:10 37:16 37:16,18 40:20  <b>opening</b> 9:17  <b>operate</b> 8:14,14 10:15  <b>operating</b> 26:18  <b>operator</b> 19:21</p>	<p><b>opinion</b> 3:25 16:6  <b>opinions</b> 16:7  <b>opposed</b> 12:6 22:3  <b>optimization</b> 17:3 17:13  <b>optimum</b> 16:24 17:17 20:5 26:20  <b>option</b> 12:5 13:21 18:2 24:22 29:1 31:25 37:1,1 40:19  <b>options</b> 28:22  <b>order</b> 9:15,20 10:2,15 17:19 18:10 24:13,25 26:20 27:3 32:4  <b>original</b> 12:2 14:19  <b>originally</b> 14:20  <b>overall</b> 36:12  <b>overhead</b> 6:17  <b>overlook</b> 11:7  <b>overpass</b> 40:3,3  <b>oversight</b> 35:14 38:24,25  <b>overview</b> 4:19,25</p> <hr/> <p align="center"><b>P</b></p> <p><b>P</b> 2:1  <b>p.m</b> 1:21 4:18  <b>P.O</b> 41:10,14  <b>P3</b> 28:24 29:1  <b>package</b> 5:3,5,10 5:10,11,11,19,21 5:22,22,23 6:20 6:20,21 7:4,10 7:11,13,15,16 14:23 33:5 39:20,23  <b>packages</b> 5:2 7:13 7:18  <b>packaging</b> 5:3  <b>packet</b> 3:14 13:1</p>	<p><b>Pahrump</b> 41:11  <b>paid</b> 38:4  <b>Paiute</b> 33:22  <b>paper</b> 12:19  <b>parcels</b> 5:10  <b>Parks</b> 32:14  <b>part</b> 2:7,17 8:5 10:9 19:6 29:25 33:3  <b>particular</b> 14:5,11  <b>partnership</b> 12:13 28:23 38:18  <b>partnerships</b> 8:13 10:14  <b>parts</b> 22:20  <b>Pass</b> 15:1 24:18 25:8  <b>passes</b> 31:12  <b>passing</b> 40:5  <b>Pastor</b> 3:7  <b>path</b> 7:23 33:1  <b>Patton</b> 3:5 4:12 8:7,9 14:1 16:10 16:19 17:25 19:17 26:4,24 27:3,15 35:22 38:3,16 39:4  <b>Paving</b> 5:13  <b>pay</b> 9:20 10:1,10 14:17 17:1,7,11 17:19 18:6,6 20:2 22:19 24:13,25 25:25 27:7,19  <b>paying</b> 10:12 25:2  <b>pedestrian</b> 7:23  <b>pencil</b> 28:21  <b>people</b> 2:5,9,10,19 9:19 14:16 16:5 16:12,23 17:1,5 17:11,18,23 21:13,14,16,17 21:24 22:13,17 23:14 24:10,15</p>	<p>27:16,18  <b>percent</b> 5:8 7:6 9:23 10:1,3 11:24 14:16 16:11,13,14,15 17:18 20:6 25:22 27:18  <b>percentage</b> 19:12 19:15 20:8  <b>perimeter</b> 5:15  <b>period</b> 20:24  <b>periods</b> 24:9  <b>permitted</b> 32:6  <b>Phase</b> 4:9,11,13 4:19,20,20,22,25 5:16 8:16,18 25:22 30:7,10 31:18 32:7,7 33:10,16,16 36:25 37:4 40:11 41:21,23 41:24  <b>Phases</b> 5:1  <b>Phoenix</b> 21:15  <b>phone</b> 41:11  <b>phonetic</b> 36:7 37:20  <b>picture</b> 9:12  <b>pig</b> 29:9,11  <b>place</b> 9:1 17:24 18:17 19:15 20:20 23:12 26:17 29:3 37:23 40:13  <b>plan</b> 7:19 14:19 27:22,23  <b>planes</b> 11:20  <b>plans</b> 33:5  <b>plant</b> 5:12  <b>plaza</b> 8:22 9:2 23:16  <b>please</b> 3:17,21,23 13:11  <b>plenty</b> 31:3</p>	<p><b>plight</b> 10:6  <b>plywood</b> 32:3 39:24  <b>point</b> 18:25 21:1 23:4 26:9 36:22  <b>Pontios</b> 18:14,14  <b>pop</b> 39:25  <b>portion</b> 4:22 8:17 8:18,22 27:24  <b>possibility</b> 28:16 34:16  <b>possible</b> 9:3 25:24 28:14,14,17 30:6 34:24 35:9  <b>possibly</b> 25:21  <b>post</b> 11:1  <b>potential</b> 12:13 22:10 28:14  <b>power</b> 6:16 11:2,4 11:5  <b>predict</b> 23:11  <b>predicting</b> 19:18  <b>preliminary</b> 10:21  <b>prepaid</b> 22:15  <b>preparing</b> 5:13  <b>present</b> 9:22 20:6 20:11 26:4  <b>presentation</b> 3:12 4:2 12:17  <b>presentations</b> 4:6  <b>president</b> 41:15  <b>pretty</b> 5:14 20:8 31:8  <b>previous</b> 6:24 34:10  <b>previously</b> 14:12  <b>price</b> 9:19 39:3  <b>primarily</b> 4:11 12:16  <b>priorities</b> 7:2  <b>private</b> 38:14 39:2  <b>probably</b> 4:5 6:3 6:23 9:10 20:3 21:13,16 22:23</p>
---	--	---	--	---

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p>25:12 27:16 39:9 <b>procedure</b> 26:16 26:17 <b>procedures</b> 39:11 <b>proceed</b> 21:18 <b>proceedings</b> 42:6 <b>productions</b> 21:22 <b>professional</b> 16:19 17:2 <b>profile</b> 11:3 <b>profits</b> 21:23 <b>program</b> 17:13 <b>project</b> 3:1,2 4:19 5:15 7:2,7 14:9 14:11,13 17:4 18:6,7,11,12 28:2 29:5 33:10 35:17,23 38:13 38:23 <b>projects</b> 4:8 29:6 <b>prong</b> 36:11 <b>proper</b> 17:4 <b>property</b> 39:21,21 <b>proposed</b> 22:11 <b>protect</b> 35:2 <b>protected</b> 35:3 <b>protocol</b> 4:14 <b>provide</b> 18:24 33:18 <b>provided</b> 30:23 <b>provisions</b> 40:2 <b>public</b> 1:6 2:22 3:13 4:5,7 12:11 12:18 20:22 28:4,4 38:14,16 38:18,19 <b>public-private</b> 8:13 10:13 12:13 28:23 38:18 <b>purpose</b> 6:8 12:2 14:1,3,9 20:21</p>	<p>20:24 35:23 <b>push</b> 34:2 <b>put</b> 17:23 20:13 29:5 30:13,14 31:22 32:5,17,25 33:9,12,17,24 39:19,24 40:2 <b>puts</b> 29:2 <b>putting</b> 2:13 14:24,25 27:10 30:17 41:21</p> <hr/> <p align="center"><b>Q</b></p> <hr/> <p><b>quality</b> 35:7 <b>quarters</b> 21:21 <b>question</b> 16:9 17:25 19:9,17 21:5 22:5,24 30:3 31:18 34:6 37:14,14 38:11 40:7 <b>questions</b> 3:9,12 3:24 5:18 13:7 13:15 25:19 28:10,13 37:21 41:4 <b>queue</b> 29:2</p> <hr/> <p align="center"><b>R</b></p> <hr/> <p><b>R</b> 2:1 <b>Radiation</b> 15:22 <b>railroad</b> 7:14,17 15:1 24:18 25:8 32:22,24 <b>raising</b> 38:4 <b>ramps</b> 33:2 <b>range</b> 11:19 29:14 <b>rate</b> 17:5,17 19:20 <b>rates</b> 26:7,9,13,16 26:18 38:4,9 39:13 <b>ratio</b> 29:5 <b>read</b> 33:15 <b>ready</b> 12:25 <b>realized</b> 21:24</p>	<p><b>really</b> 26:3 <b>reason</b> 19:14 <b>reasonable</b> 19:21 <b>recommend</b> 40:17 <b>recommendation</b> 40:14 <b>recommendatio...</b> 20:15 39:5 <b>recommended</b> 26:19 <b>recommending</b> 32:21 <b>record</b> 33:9 37:9 37:11 <b>recorded</b> 22:16 <b>recording</b> 3:11 <b>Recreation</b> 32:15 <b>reduce</b> 14:4,5 <b>reduced</b> 22:1,1 <b>reduces</b> 12:4 <b>reducing</b> 14:4 <b>reduction</b> 14:6 21:11,13 <b>reductions</b> 21:23 <b>reevaluation</b> 11:16 36:8 <b>reference</b> 3:21 <b>referred</b> 37:10 <b>referring</b> 28:4 <b>refined</b> 10:21 <b>refinements</b> 10:24 <b>regardless</b> 39:17 <b>Regional</b> 8:11 26:15 <b>regular</b> 22:13,17 22:21 <b>relatively</b> 8:25 <b>relocate</b> 6:14 <b>relocated</b> 11:6 <b>relocating</b> 6:17,20 <b>relocations</b> 5:24 6:2 <b>remain</b> 20:21 38:19</p>	<p><b>remember</b> 19:7 40:8 <b>removed</b> 34:13 <b>removing</b> 14:21 36:1 <b>report</b> 18:3 <b>Reported</b> 1:25 <b>reporter</b> 3:11 12:21 13:12 <b>representative</b> 41:3 <b>representatives</b> 34:12 <b>Requesting</b> 41:8 <b>require</b> 18:13 38:8 <b>required</b> 34:17 <b>requirements</b> 5:17 <b>requires</b> 18:23 <b>resident</b> 21:5 28:12 37:20 <b>residential</b> 15:12 <b>residents</b> 16:3,4 24:20,21 <b>responsibility</b> 39:9 <b>restaurant</b> 13:14 <b>restrict</b> 19:3 <b>restricted</b> 29:12 29:12 <b>restriction</b> 18:24 34:13 <b>result</b> 10:20,23 11:23 36:8 <b>resulting</b> 22:6 <b>results</b> 21:9 <b>retain</b> 39:6 <b>retaining</b> 6:5,6,8 6:8 7:19,20,22 8:1 <b>revenue</b> 38:2 39:6 <b>reworked</b> 11:9 <b>Rick</b> 19:8</p>	<p><b>ridden</b> 31:8,10 <b>right</b> 4:3 5:4,7,7 5:12 6:21 7:17 7:20 9:24 10:25 11:2 15:1 17:14 20:10 22:18 24:17,19 26:18 28:18 32:11 35:21 36:5 39:23 40:13,15 40:20 <b>risk</b> 39:6 40:23 <b>River</b> 6:18 <b>road</b> 5:24 6:4,9,12 7:21 8:15 12:6 14:13 16:15 21:12,17 24:15 29:13 38:12,15 39:1,1 <b>roads</b> 19:11 23:3 <b>roadway</b> 7:5 9:4 31:1 38:7 <b>Rodriguez</b> 28:11 28:11 29:8 <b>Roger</b> 3:4 4:12 8:6 15:14 16:9 23:17 28:3 34:7 35:18 <b>rough</b> 30:16 <b>roughly</b> 16:15 41:2 <b>route</b> 2:17 19:19 20:9 21:2 24:1,5 26:2 33:24 34:20 <b>RTC</b> 3:6 10:12 12:8,12 18:1,3,7 18:22 28:6 32:15 33:9 38:17,19,23,23 39:5,5,6,8,11,13 39:17 40:10,15 <b>RTC's</b> 28:5</p>
---	--	---	---	--

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

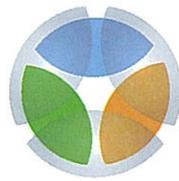
<b>S</b>				
S 2:1	<b>shorter</b> 26:2	11:14	28:8	<b>telling</b> 2:5
<b>safety</b> 12:5 14:7 30:15	<b>show</b> 30:25	<b>species</b> 35:4,5,8	<b>stuff</b> 15:21	<b>ten</b> 17:8 20:6 26:6 26:6,6 27:16
<b>salvaging</b> 5:12	<b>showing</b> 28:25 31:7 33:13	<b>spelled</b> 13:3	<b>subcontractor</b> 16:21	<b>tenant</b> 15:6
<b>sat</b> 24:9 25:6	<b>shown</b> 11:18 36:9	<b>spend</b> 25:21,21 26:2 27:12	<b>subgrade</b> 6:5,13	<b>terms</b> 14:21
<b>saving</b> 17:6,9	<b>side</b> 4:21 31:20	<b>spending</b> 7:3	<b>subject</b> 3:22 25:2	<b>text</b> 29:19
<b>saying</b> 18:5 23:3,7 24:14	<b>sign</b> 2:5	<b>split</b> 5:1,10	<b>submit</b> 12:18,22 13:2	<b>thank</b> 2:21,24 4:3 11:13 12:24 14:25 22:5 23:20 33:21 35:11 40:24 41:6
<b>says</b> 28:21 39:23	<b>signage</b> 2:4,13	<b>Springs</b> 15:22	<b>subs</b> 5:13	<b>Thanks</b> 8:9
<b>SB</b> 4:10,13 8:6	<b>significant</b> 11:24	<b>St</b> 34:20	<b>substantially</b> 4:23 18:17 22:2	<b>theme</b> 8:3
<b>scale</b> 37:24	<b>signs</b> 2:17 20:20 20:22,25	<b>stakeholder</b> 33:10 33:20 41:9,13	<b>substation</b> 24:4	<b>thick</b> 4:20 6:21
<b>scaled</b> 8:4	<b>silhouettes</b> 8:3	<b>standpoint</b> 7:5	<b>summertime</b> 9:16	<b>thicker</b> 7:21
<b>scenic</b> 11:7	<b>simply</b> 40:20	<b>start</b> 6:16 29:9	<b>sun</b> 9:15	<b>thing</b> 25:9 34:25
<b>School</b> 1:7	<b>single</b> 38:7	<b>started</b> 14:3 35:21	<b>super</b> 34:1	<b>things</b> 14:8,23
<b>scouts</b> 31:12	<b>sit</b> 31:13	<b>starting</b> 10:24 26:8	<b>supplement</b> 10:16	<b>think</b> 10:11,18 14:14 16:18 17:10 19:20 20:3,17 21:14 25:10 26:8 27:16 28:4 32:16 33:6,23 35:18,22
<b>second</b> 8:18	<b>site</b> 3:20 28:5,6 37:9	<b>state</b> 8:10 13:12 18:25 34:19 38:8	<b>support</b> 16:5	<b>thought</b> 17:17
<b>section</b> 30:23 31:23 32:5	<b>situation</b> 24:20 34:23	<b>statement</b> 3:25 32:11 35:13 37:8	<b>supportive</b> 36:1	<b>three</b> 3:24 4:21 9:10 16:1 21:20 23:15 25:7 27:13 31:6,12 32:2
<b>see</b> 2:9,10 5:11,16 6:6 7:12 8:23 10:25 21:1 25:3 29:19 31:14 32:7	<b>six</b> 13:24 27:16	<b>status</b> 15:5 41:9 41:13	<b>supposed</b> 2:11	<b>time</b> 2:25 3:25 9:23 17:6,9 18:25 20:6,11,17 20:24 26:5 29:4 37:17
<b>seeing</b> 9:13 10:23 23:18	<b>size</b> 8:4	<b>States</b> 15:16	<b>sure</b> 16:10 21:5 30:21 33:17	<b>tied</b> 4:8
<b>seek</b> 41:3	<b>slide</b> 6:6 11:19 12:17	<b>statewide</b> 38:5	<b>surprised</b> 34:4	<b>times</b> 27:13
<b>seeking</b> 33:6	<b>slides</b> 12:16	<b>stations</b> 22:11	<b>sweeps</b> 4:22	<b>Tobler</b> 19:2
<b>seen</b> 12:17 37:3	<b>small</b> 22:18	<b>status</b> 15:5 41:9 41:13	<b>system</b> 9:6 23:12 38:10	<b>today</b> 38:7
<b>segment</b> 8:19	<b>smarter</b> 2:13	<b>Steadman</b> 3:6	<b>T</b>	<b>told</b> 35:19
<b>Senate</b> 8:6,10	<b>snow</b> 24:8	<b>step</b> 34:4	<b>table</b> 12:20	<b>toll</b> 8:15,21 9:2,6 9:11,18 10:2
<b>send</b> 4:15 30:24 31:3 33:17	<b>social</b> 11:20	<b>Steve</b> 3:3 5:18 10:18 23:10 25:16 37:10	<b>take</b> 2:11 10:2 12:6 18:15,24 21:2 27:9 29:4 31:13 37:15	
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<b>sets</b> 39:13	<b>somebody</b> 19:18	<b>stopped</b> 24:20	<b>talk</b> 8:7 11:11,12 12:20 31:13 40:12	
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<b>seven</b> 17:7	<b>soon</b> 29:2	<b>Street</b> 1:8	<b>talking</b> 8:17 15:25 34:18,25 38:12 38:14	
<b>shade</b> 9:13	<b>sooner</b> 37:2	<b>strictly</b> 5:4 7:13	<b>tall</b> 6:7 7:24 31:3	
<b>she'll</b> 3:8,11	<b>sorry</b> 4:25 7:21 28:18 40:6,7	<b>structure</b> 32:22	<b>tell</b> 15:15 20:17 26:19 27:6 31:15	
<b>sheep</b> 35:10	<b>sort</b> 11:1 14:8 17:3	<b>structures</b> 7:7 9:13		
<b>sheet</b> 3:15	<b>sounds</b> 17:14 19:14 29:8	<b>studies</b> 9:21 38:2		
<b>Shepherd</b> 41:15	<b>source</b> 18:9,10	<b>study</b> 16:21 28:3		
<b>Sherman</b> 27:5	<b>southern</b> 8:12,22			
<b>shift</b> 7:2	<b>speak</b> 15:18 25:15 25:16,17			
	<b>SPEAKER</b> 11:11			

**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

<p>12:6 14:13 16:15,23,24 17:1 17:5,10,17 18:12 19:10,11,12,20 19:22,24 20:1,5 20:11,16 21:12 21:17 22:6,8,9 22:11,19 23:3,8 24:13,15,25 25:2 25:4 26:7,9,13 26:16,17,22 28:1 28:16 33:24 34:20,24 37:25 38:12 39:1,1,3,7 39:10,13 <b>tollbooths</b> 22:16 <b>tolled</b> 8:20 34:13 34:15,17 39:8 <b>tolling</b> 4:10 8:21 9:3 10:20 18:2,5 18:6,9 28:21 29:9 34:8 37:1,5 <b>tolls</b> 9:15 10:8,10 10:16 22:13,25 27:19,21,23 <b>tonight</b> 2:21 3:2,3 3:11,17 4:9 37:18 41:4 <b>tonight's</b> 12:9 <b>Tony</b> 3:3 4:1 8:9 8:17 12:22 13:4 30:13 31:5 <b>top</b> 27:1 <b>tortoise</b> 5:11,16 35:3 <b>tortoises</b> 5:14 35:1 <b>total</b> 10:11 11:24 <b>tourists</b> 22:4 <b>tower</b> 11:5 <b>towers</b> 6:17 11:4 <b>town</b> 15:15,17 16:12 24:12 34:1</p>	<p><b>towns</b> 15:18 <b>tracks</b> 32:24 <b>tradition</b> 34:10 <b>traffic</b> 7:17 9:22 9:23 10:1,3,5 11:20,25 12:4,6 13:25 14:4,5,7,7 14:21 16:20 18:15,16 20:25 21:12,25 22:6 23:1,8,16 24:9 26:1,12,20 27:13 28:3,8 35:20 36:1 37:24 38:1 <b>trailhead</b> 31:22 <b>trails</b> 31:20,23 <b>transcript</b> 3:13 42:5 <b>transmission</b> 11:4 11:5 <b>transponder</b> 9:7 <b>Transportation</b> 2:23 8:11 26:15 <b>travel</b> 31:2 <b>traveled</b> 22:20 <b>traveler</b> 22:22,23 <b>traveling</b> 16:16 20:22 <b>tribe</b> 33:23 <b>tried</b> 34:19 <b>tries</b> 34:4 <b>triple</b> 27:2,4 <b>truck</b> 11:8 12:6 14:5 15:10 18:15 19:16,23 20:8 26:23 27:6 <b>truckers</b> 38:9 <b>trucking</b> 37:22 <b>trucks</b> 13:18,19 13:20 19:3,9,13 19:25 20:7 21:6 25:23 26:6 34:3 38:4,10 <b>true</b> 21:7 35:15</p>	<p>42:5 <b>try</b> 7:15 9:2,5 14:3 <b>trying</b> 2:10 14:10 17:22 21:14 30:13 31:12 <b>tune</b> 10:22 <b>turn</b> 2:10,19 4:1 10:18 24:23 37:18 <b>turned</b> 34:21 <b>Twenty-one</b> 34:12 <b>two</b> 5:10 7:9 9:4 21:8 23:13 25:6 28:22 33:12 <b>tying</b> 30:21</p> <hr/> <p align="center"><b>U</b></p> <hr/> <p><b>ultimately</b> 27:23 <b>underground</b> 6:19 <b>underneath</b> 32:12 <b>underpass</b> 29:21 31:6,8,16 <b>underpasses</b> 30:24 <b>understand</b> 22:25 40:6 <b>UNIDENTIFIED</b> 11:11,14 <b>United</b> 15:16 <b>unobstructed</b> 23:13 <b>update</b> 4:11 <b>use</b> 9:2,20,22 10:3 11:19,25 13:19 16:23,24 17:8,11 17:19,21,23 19:10,12,13,16 20:2 22:13,17 24:7,11,13 25:23 25:24,25 26:7 30:14 31:12 32:2 38:4 39:11 42:1</p>	<p><b>utilities</b> 6:15,19 <b>utility</b> 5:24 6:2,13</p> <hr/> <p align="center"><b>V</b></p> <hr/> <p><b>vacation</b> 15:20 <b>vacations</b> 15:24 <b>Vegas</b> 5:12 21:15 <b>vegetation</b> 35:6 <b>vehicles</b> 20:6 23:14 29:14 <b>vein</b> 14:20 <b>verbatim</b> 3:13 <b>versus</b> 23:12 <b>vertical</b> 31:2 32:24 <b>view</b> 7:19 36:22 <b>visually</b> 5:6 <b>voice</b> 3:25 <b>volume</b> 11:25 23:19 25:11 <b>volumes</b> 23:16</p> <hr/> <p align="center"><b>W</b></p> <hr/> <p><b>Wait</b> 27:9 <b>waiting</b> 25:7 <b>wall</b> 6:5,6,8,8 7:19 7:20,22 8:1 <b>want</b> 13:4 21:17 23:22 41:24,25 <b>wanted</b> 19:14 35:19 <b>wanting</b> 34:2 <b>wants</b> 13:11 <b>WAPA</b> 6:15,18 <b>Washington</b> 36:4 <b>water</b> 35:7 <b>way</b> 3:21 5:4,7 10:25 18:15 21:21 22:3,12 27:8,9 30:3 37:25 38:2 40:4 <b>ways</b> 22:7 <b>we'll</b> 3:9 4:9,17 6:6 25:15,16 35:5 37:15,18</p>	<p>40:4 41:6 <b>we're</b> 5:8,9,25 7:3 7:5,7,8 9:17,25 10:22 12:10,25 18:4,5 20:3,17 23:17,18 25:20 26:2,18 27:10 28:22 29:6,8,17 29:24 30:13 32:19,20 33:7,11 34:23 37:17,22 38:12 40:11 41:5 <b>we've</b> 4:5 5:1 8:23 19:20 20:15 24:9 41:2 <b>web</b> 3:20 28:5,6 37:9 <b>Wednesday</b> 1:20 <b>weekends</b> 13:25 <b>weeks</b> 6:18 <b>weigh</b> 37:23 <b>weights</b> 37:23 <b>went</b> 8:2 <b>Western</b> 6:15 <b>Wheeler</b> 30:8,8 31:5 33:9,21 37:13 39:18 40:14,19,24 41:8 41:8 <b>widening</b> 4:8 19:2 <b>wildlife</b> 30:11,14 31:7 35:2,4,5 40:3 42:1 <b>willing</b> 9:20 17:1 17:7 <b>wondering</b> 13:18 30:16 37:21 <b>work</b> 14:2 22:25 33:5 <b>working</b> 6:11 10:24 16:1 39:16 <b>works</b> 13:6</p>
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**Public Information Meeting - 1/16/2013  
Boulder City Bypass**

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<b>16</b> 1:20	<b>56</b> 10:3		
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RECEIVED  
12-3-12

## desert conservation PROGRAM

November 29, 2012

Mr. Abdelmoez A. Abdalla  
Federal Highway Administration  
Nevada Division  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

Re: Construction of Boulder City Bypass Phase 1, Clark County, Nevada

Dear Mr. Abdalla:

The Clark County Desert Conservation Program (DCP) administers the Clark County Multiple Species Habitat Conservation Plan (MSHCP) on behalf of the cities of Boulder City, Henderson, Las Vegas, Mesquite, North Las Vegas; Clark County and the Nevada Department of Transportation (NDOT). The MSHCP outlines mitigation actions required to comply with the federal Endangered Species Act and Section 10(a)(1)(B) incidental take permit. The permit allows take of desert tortoise and 78 other species of concern in Clark County.

The MSHCP and related documents are available for download on our website as follows:  
[www.clarkcountynv.gov/depts/dcp/Pages/default.aspx](http://www.clarkcountynv.gov/depts/dcp/Pages/default.aspx)

The DCP manages an approximately 86,500 acre conservation easement in southwest Boulder City (Boulder City Conservation Easement or "BCCE") as a required mitigation measure for the MSHCP's Section 10 Incidental Take Permit. The BCCE is managed for desert tortoise habitat and natural resource values. The BCCE agreement between Clark County and the City of Boulder City has strict use and access restrictions and requirements that include minimization and mitigation measures recommended by the U.S. Fish and Wildlife Service (Service) for any activities not specifically allowable by the BCCE agreement.

The DCP has reviewed the Service's Appendix to the Construction of Boulder City Bypass Phase 1, Clark County, Nevada to the Federal Highway Administration Programmatic Biological Opinion. Based on the maps in the Biological Opinion, Phase 1 of the Bypass is located approximately 2 miles north of the BCCE. At this time, the DCP has not seen any plans of future phases of the Bypass through Boulder City. The DCP is assuming that any future Bypass plans will be phased north of the BCCE but, if any phasing plans change and construction is planned farther south near the BCCE please contact the DCP and Boulder City for consultation.

**respect, protect and enjoy our desert!**

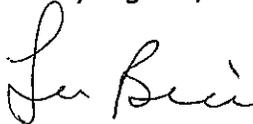
500 S. Grand Central Parkway Las Vegas, NV 89106 • Phone (702) 455-3536 • Fax (702) 382-4593

Mr. Abdelmoez A. Abdalla  
Federal Highway Administration  
November 29, 2012  
Page Two

We appreciate the opportunity to provide comments on all Boulder City Bypass Phases. Should you have any questions, please don't hesitate to contact me at 702-455-3554.

The information provided is intended to identify potential issues raised by the proposed project. Please be advised that providing this information does not constitute authorization or endorsement and does not alleviate the project proponent's responsibility to verify the information, review all applicable laws and regulations, and ultimately determine what is necessary to ensure compliance.

With my regards,

A handwritten signature in black ink, appearing to read "Lee Bice". The signature is written in a cursive, flowing style.

Lee Bice  
Sr. GIS Analyst

LAB:ree



BRIAN SANDOVAL  
Governor

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street  
Carson City, Nevada 89712

RUDY MALFABON, P.E., Director

In Reply Refer to:

January 15, 2013

Lee Bice  
Senior GIS Analyst  
Desert Conservation Program, 1<sup>st</sup> Floor  
500 S. Grand Central Parkway  
Las Vegas, NV 89106

Dear Mr. Bice:

NDOT and the Federal Highway Administration received your letter dated November 29, 2102 and we wish to take this opportunity to address your concern about the potential impact of the Boulder City Bypass to the Boulder City Conservation Easement (BCCE) lands located in Eldorado Valley, Clark County, Nevada. Enclosed is a map depicting the proposed alignment for the Boulder City Bypass project.

The Bypass alignment depicted is still the Preferred Alternative studied in the 2005 Environmental Impact Statement (EIS). The closest the alignment will be to the BCCE is about .7 mile. Additionally, the project will also utilize a material source (CL11-06) located in developed area about a .5 mile west of the northwest corner of the BCCE. The project as proposed would have no significant impact to the BCCE's primary mission of providing protected habitat to the desert tortoise and other desert species.

Thank you for your concern in managing such a valuable natural resource as the BCCE. Please feel free to contact me with any other concerns you may have about this project ([cyoung@dot.state.nv.us](mailto:cyoung@dot.state.nv.us), 775-888-7689). For your information, a public hearing is scheduled for January 16, 2013 at the Boulder City High School from 4-7 P.M. to provide agencies and the public with updated information on proposed tolling of the Phase 2 portion of the project, design refinements, and overall project scheduling.

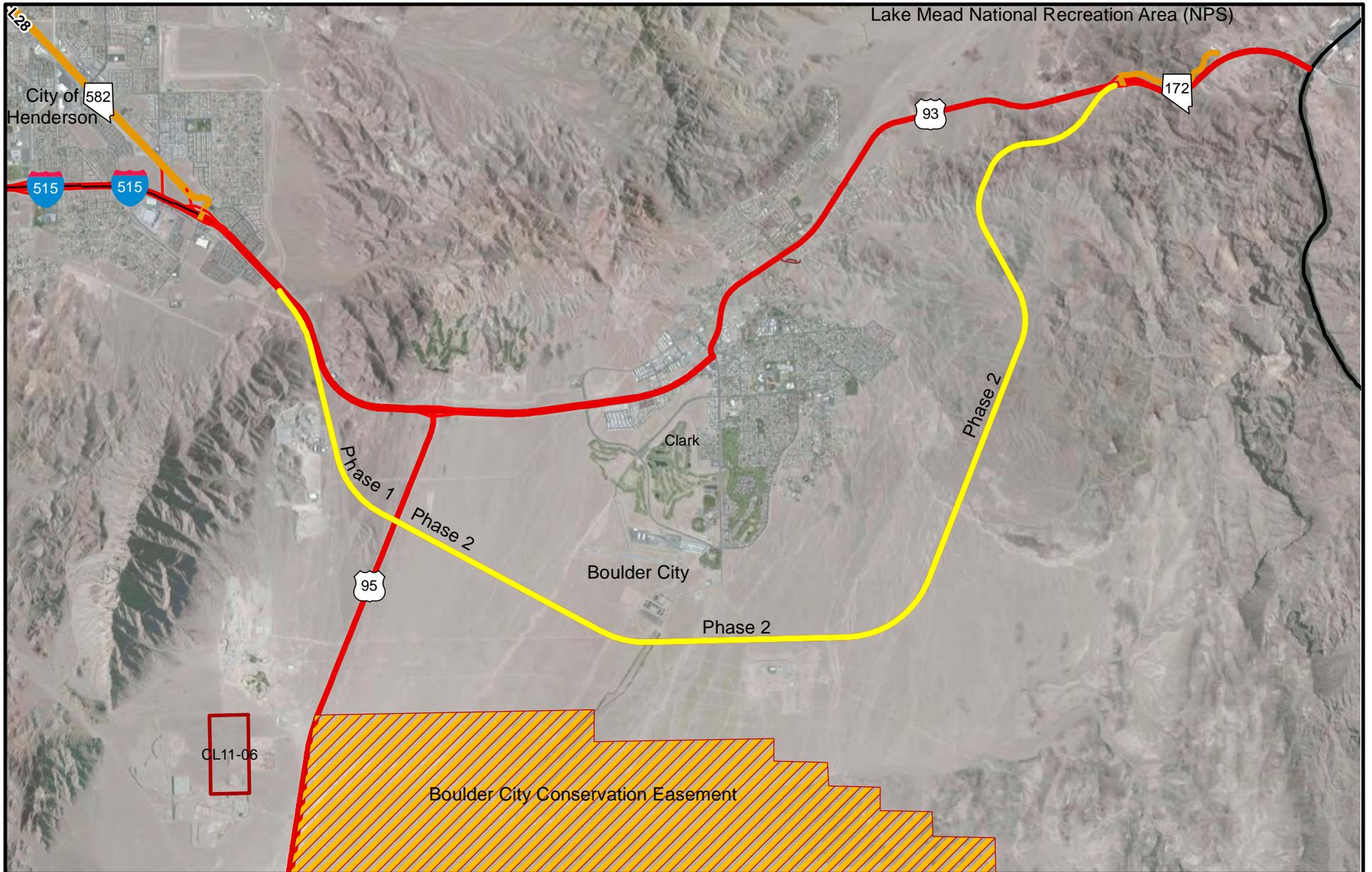
Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Young", written over a faint circular stamp.

Christopher E. Young, RPA  
Environmental Services Supervisor

enclosure

cc: Abdelmoez Abdalla FHWA  
Greg Novak, FHWA  
Tony Lorenzi, NDOT



# Boulder City Bypass



THIS MAP FOR DISPLAY PURPOSES ONLY  
MAP COMPILED FROM BEST AVAILABLE DATA SOURCES  
NOT ALL FEATURES PORTRAYED DUE TO SCALE

From: Greg.Novak@dot.gov  
Sent: Wednesday, February 06, 2013 1:57 PM  
To: Lorenzi, Tony R; Young, Christopher E  
Subject: FW: Boulder City By Pass

Andrew had this exchange...

From: Soderborg, Andrew (FHWA)  
Sent: Wednesday, February 06, 2013 11:50 AM  
To: Novak, Greg (FHWA)  
Subject: FW: Boulder City By Pass

Andrew H. Soderborg  
Field Operations Team Leader  
FHWA - NV Division  
705 North Plaza Street, Suite 220  
Carson City, NV 89701  
Ph. 775-687-5320  
Fax 775-687-3803

From: Wretchford32@aol.com [mailto:Wretchford32@aol.com]  
Sent: Wednesday, February 06, 2013 10:54 AM  
To: Soderborg, Andrew (FHWA)  
Subject: Fwd: Boulder City By Pass

From: Wretchford32@aol.com  
To: andrewsoderborg@fhwa.dot.gov  
Sent: 2/5/2013 5:33:22 P.M. Pacific Standard Time  
Subj: Boulder City By Pass

Andrew Soderborg,

Boulder City traffic is shut down every Sunday afternoon, and the bypass for Boulder City is years away.

I sent this alternative solution to Rudy Malfabon - Director of NDOT - months ago and his response was "It is interesting."

The route I suggested could be accomplished for \$15 to \$20 million in a year instead of \$400 to \$500 million dollars in twenty years.

I would appreciate it if you would look at my proposal and see if it could be implemented.

Thank You

Walt Ratchford  
4732 Lango Drive  
Carson City,  
Nevada  
(775) 885-1560  
Wratchford32@ aol.com

Rudy Malfbon,

The widening of the road in Boulder City has helped but there is still traffic backups on Sunday afternoon.

The bypass around Boulder City won't be built for years but there is a temporary solution that could be done for a few hundred thousand dollars, which is a lot cheaper than millions for the bypass.

Build an overpass at Veterans Memorial Dr. and Highway 93 and another at Industrial Rd and Highway 93. Industrial Rd is a commercial road and there is little traffic on Sunday. The speed limit on industrial and on Highway 93 could be increased on Sunday to speed the traffic.

This would allow traffic to bypass the business district and allow Boulder City residents access to business and still allow Thru traffic to stop in the city.

As I said in my previous E Mail this problem affects the economy of Las Vegas and Nevada.

Walt Ratchford  
4732 Lango Drive Carson  
City, Nevada  
775 885-1560  
Wratchford32@aol.com

Hello, Mr. Ratchford

Thank you for your idea on an alternative to the Boulder City Bypass. It's an interesting concept. Unfortunately, we have advanced the original concept for the bypass to the point of obtaining federal environmental approvals, designing the first portions of Phase 1, moving ahead with utility relocations and acquiring the right-of-way necessary to construct the project. Although we're far along in the process, I will discuss your idea with our engineering staff and see what they think about it.

Rudy Malfabon, P.E.  
Director  
Nevada Department of Transportation  
Office: 775-888-7440  
Cell: 702-499-5084 ?

Mr. Malfabon,

Thank you for your response. I knew the bypass was in progress, The bypass probably had not been funded and is

years away.

The Boulder City residents will suffer for that length of time as well as the visitors to Las Vegas from Arizona.

My proposal could be done quickly and delay the need for the bypass until there is money available.

In addition when the bypass is complete a lot of truckers will not use it because it will be longer and take more time and gas which is money to them, so they will still be going through Boulder City.

When that happens the trucks could use by proposed bypass and keep them out of the business district.

Thank you  
Walt Ratchford



BRIAN SANDOVAL  
Governor

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

RUDY MALFABON, P.E., *Director*

In Reply Refer to:

March 6, 2013

Walt Ratchford  
4732 Lango Drive  
Carson City, Nevada 89706

Boulder City Bypass Alternative

Dear Mr. Ratchford

Thank you for your email of December 20, 2012, in which you suggested the following cost-saving proposal as an alternative to the Boulder City Bypass:

- Constructing an overpass at Veterans Memorial Drive/US 93 intersection and another at the Industrial Road/US 93 intersection
- Increasing the speed limit on Industrial Road and on US 93 on Sundays to expedite the flow of traffic

The Nevada Department of Transportation (NDOT) has asked several engineers, staff members and stakeholders to consider your suggestions and we offer the following response and relevant information attached. NDOT is moving forward with the delivery of the first phase of Boulder City Bypass. While your suggestion is less costly than the current project as planned, there are significant challenges that prevent the Department from enacting your suggestions.

As part of the environmental approval process, NDOT and stakeholders defined the project's purpose and need. The suggestions you made do not meet these objectives and it would require a significant change to the Environmental Impact Statement (EIS) previously approved by the Federal Highway Administration in 2005. As part of the EIS process, several public meetings were held and that input led to the selection of the current project as the preferred alternative.

A more detailed summary of the environmental challenges to your suggestions is attached, as well as an outline of the project phases. In summary, we are unable to change course on this important project at this time. If you have any questions, please do not hesitate to contact me or NDOT's Project Manager for the Boulder City Bypass, Tony Lorenzi at (775) 888-7317.

Sincerely,

A handwritten signature in cursive script that reads "Rudy Malfabon".

Rudy Malfabon, P.E.

Director

cc: Governor Brian Sandoval  
U. S. Senator Dean Heller  
State Senator Joe Hardy  
FHWA Division Administrator Susan Klekar, P.E.  
John Terry, P.E., NDOT Asst. Director for Engineering

U. S. Senator Harry Reid  
State Senator Joyce Woodhouse  
State Assemblyman Mike Sprinkle  
Tony Lorenzi, P.E., NDOT Project Manager ✓

## **SUPPLEMENTAL INFORMATION FOR RESPONSE TO BOULDER CITY BYPASS ALTERNATIVE CONCEPT**

**(US93 GRADE SEPARATIONS AT VETERANS MEMORIAL DR. AND INDUSTRIAL RD.)**

### **CURRENT PROJECT PHASING**

Over the last few years, the project has undergone some significant design and schedule changes to meet the needs of the Department, the Federal Highway Administration as well as key stakeholders. The development of Phase 1 has been broken into 5 packages as described below:

- Package 1 is the right of way acquisitions for US 93/US 95 freeway improvements. Parcel acquisitions are currently underway for property needed for phase 1 of the Boulder City Bypass Project.
- Package 2A is the installation of tortoise fencing and plant salvaging throughout the entire Phase 1 perimeter.
- Package 2B is the construction of the west frontage road and the utility relocations.
- Package 3 will construct a realigned portion of US 93/US 95 mainline to the intersection with the west frontage road and the new interchange at Railroad Pass.
- Package 4 will complete the US 93/US 95 Interchange at Railroad Pass, and construct the new US 95 connection, bypassing the existing US 93/US 95 interchange.
- Package 5 is the Railroad/Mainline bridge structure and this may be constructed with Package 3, subject to available funds.

Eventually, Phase 2 will extend the new alignment of US 93 over the existing US 95 and sweep below Boulder City, run northerly through the Eldorado Mountains and connect to the recently completed Hoover Dam Bypass Project crossing the Colorado River into neighboring Arizona. Both phases of the Boulder City Bypass are designed to meet Interstate standards as the U.S. Congress has identified this entire corridor as the future Interstate 11 (I-11) in the surface transportation authorization act know as MAP-21. Currently, Phase 2 of the Bypass is being studied as a future toll road to be delivered by the Regional Transportation Commission (RTC) of Southern Nevada. The tolling study is being performed under Senate Bill 506 that was passed by Legislature in the 2011 session. The RTC will provide analyses and reports on the Phase 2 proposed toll road to the State Legislature during the 2013 session. The Department and RTC are continuously coordinating efforts on both phases and will work together to deliver both phases as quickly as possible.

## ENVIRONMENTAL AND ENGINEERING CONCERNS

The Department solicits public input in a variety of ways and strives to respond in a timely manner with reasons as to why or why not requests can be accommodated. The Environmental Impact Statement (EIS) is the perfect forum to solicit input from stakeholders and the residents impacted by the project. Ideas and comments are brought forward, considered and evaluated based on several factors such as safety, effectiveness, functionality and constructability. That process took place between the years 2000 and 2005 in which several Public Meetings/Open House Forums, Presentations and Community Working Group Meetings were held. At this stage, a proposal to construct two overpasses is a significant change that would trigger a re-evaluation of the EIS. Regardless, the Department analyzed these suggestions to determine whether they can be considered as changes in the design and identified the following issues:

- The preferred alternative (Alternative D) was chosen based on numerous factors but most importantly, it satisfied the "Purpose and Need" of the project. As stated in the EIS and Record of Decision (ROD), the Purpose and Need of the project *"is to provide overall transportation improvements in the US 93 Corridor by reducing traffic congestion, increasing safety, and improving regional mobility while maintaining or improving local circulation and access to local businesses."* Unfortunately, the two overpasses you suggested do not serve the purpose and need of the project for several reasons which follow in subsequent bullets.
- Overpasses at these locations would place trucks on local streets which is not advisable or allowed under the approved EIS and ROD.
- The Department is well underway on delivery of the preferred alternative of the Bypass and it would be extremely difficult, time consuming and expensive to deviate from the approved alignment.
- The Stakeholder impacted the most by the project (Boulder City) does not like the idea of changing the nature of their community by constructing large overpasses in this area of the City. The community of Boulder City would have to accept this change.
- The Boulder City Bypass has been designated as future Interstate 11 Corridor and the Bypass will eventually be constructed, regardless.
- As mentioned above, changes of this magnitude would result in the NEPA process being repeated, which would take several years. This would cause either a re-evaluation of the EIS or a Supplemental EIS be completed.
- There are residential areas and semi-retired communities along the stretch of Veterans Memorial Drive and Industrial Road that would be completely opposed to high volumes of cars and especially trucks driving through their neighborhood.
- The existing railroad grade separation at Veterans Memorial Drive just north of US 93 would have to be completely redesigned as it does not have adequate vertical clearance for trucks to pass below it.
- The entire stretch of Veterans Memorial Drive and Industrial Road would have to be reconstructed to accommodate the heavier loads that would be placed on it with the large number of trucks. The structural section of asphalt and aggregate base is currently designed for a local road with normal commuter traffic and occasional smaller delivery-type trucks.

- The two overpasses would result in widening the portions of Veterans Memorial Drive and Industrial Road between the overpasses to accommodate the volume of traffic which would result in right-of-way acquisitions due to limited City right-of-way. This would be extremely costly and time consuming.
- Safety would become a much bigger issue as the volumes of cars and trucks significantly increase along a local road and through a semi-retired community.
- Increased noise levels would be a major problem for the residential and semi-retired communities in the area as well as visual issues of two overpasses.
- Utility conflicts would be a major problem at both ends and there are power line clearance issues on the east end with low-hanging lines.
- An increase in the speed limit would not be safe as multiple speed studies have been performed for this corridor and the posted speed limit is set based on the outcome of those speed studies. The most recent speed study was done after the Buchanan Intersection and Hoover Dam Bypass Bridge were completed and traffic was "normalized."
- Speed limits cannot be different from one day to the next. It is neither safe, nor practical for speed limits to vary from one day to the next in the same area.
- If the two proposed grade separations were a temporary solution to the traffic problem until funding for the entire Bypass becomes available, this would be considered "Improving the existing corridor" which was one of the other alternatives in the EIS. Any more significant amounts of funding invested in improving the existing corridor would trigger a re-evaluation of the EIS or a Supplemental EIS.



# COMMENT FORM

Boulder City Bypass  
Public Hearing  
Boulder City High School, 1101 5<sup>th</sup> Street, Boulder City, NV  
Wednesday, January 16, 2013

• Please Print Clearly •

Date: 1/17/13

Name: GREG CORBIN / NEVADA ST. RAILROAD MUSEUM

Address: 600 YUCCA STREET

City: BOULDER CITY State: NV ZIP Code: 89005

Phone (Day): 702-486-5952 Phone (Evening): \_\_\_\_\_

E-mail Address: GCORBIN@NEVADACULTURE.ORG

Would you like someone to call you to discuss your comment or question?  YES  NO

Comment/Question: PLEASE SEE ATTACHED COMMENTS.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments will be accepted through 5 p.m. Friday, February 1, 2013. Please mail to:  
Tony Lorenzi, Project Manager, NDOT, 1263 S. Stewart St., Carson City, NV 89712 or drop in the comment  
box provided.

Thank you for your time and interest  
Nevada.dot.com

**NDOT USE ONLY:**  
Date Addressed/Answered: \_\_\_\_\_  
Comments: \_\_\_\_\_  
\_\_\_\_\_

***Railroad Pass Railroad Crossing:  
(U.S. Hwy 93/95, Clark County, Nevada) Updated January 2013***

The railroad crossing at Railroad Pass (U.S. Hwy 93/95) is an important and vital link to the state's portion of the Boulder Branch Line and the future development of the Nevada State Railroad Museum located in Boulder City (NSRM/BC). Since the Boulder Branch was donated to the State of Nevada in 1985 by the Union Pacific Railroad, the crossing had seen very limited use and was granted "Exempt" status by the Nevada Department of Transportation in 1989. The last train movement through the crossing occurred in 1993, shortly after the NSRM acquired numerous pieces of historic railway equipment from Heber City, Utah.

Shortly after the last movement through the crossing in October 1993, the Division of Museums and History gave the Nevada Department of Transportation the approval to pave a protective membrane layer of asphalt over the railroad flange openings. This was needed to help smooth the transition over the existing railroad tracks until such time as the crossing needed to be accessed again. Instead, the Nevada Department of Transportation completed a major overlay of the highway that resulted in an additional 4 to 6 inches of asphalt over the tracks, thus rendering the crossing completely unusable to the Nevada State Railroad Museum. The legality of that project had been questioned by the Nevada Public Utilities Commission, which has regulatory oversight of all railroad crossings within the State of Nevada. No modifications to railroad crossings can occur without the PUC's prior approval.

A complete and permanent closure of the crossing has effectively cut off any possible use along other portions of the Boulder Branch Line within the Henderson/Las Vegas area. This has had a serious impact on the museum's ability to extend its tourist excursion train operation, receive donations and support from the UPRR, collect historic rolling stock from other locations and host special events (such as a large scale rail fair). These are but a few examples of the need to have the railroad crossing reopened, any one of which could have a significant impact on the museum's ability to generate additional revenue.

During the period between 1993 and 1998, there were several attempts made by the Division of Museums and History and the NSRM/BC to find a suitable solution that would satisfy all the various agencies involved and to safely reopen the railroad crossing. Unfortunately, none of the attempts were successful and the crossing has remained paved over.

In 1998, the NSRM was informed that NDOT intended to move forward with an Environmental Impact Study and Corridor Study for the extension of U.S. Hwy 93/95 (Boulder City By-Pass) and that the railroad crossing at Railroad Pass would be included in that study. During the period in which the E.I.S. and Corridor Study was being conducted, the NSRM participated in numerous planning meetings that involved the railroad crossing at Railroad Pass. The Draft E.I.S. and Section Evaluations were released in early 2002 and identified the railroad crossing at Railroad Pass. The study proposed separating the new highway grade from the existing railroad grade, thus allowing the Boulder Branch to be reactivated/rejoined between Henderson and Boulder City.

A short time after the E.I.S./Corridor Study was released in 2002, then NDOT Project Manager Scott Rawlins verbally informed the NSRM of his intention to drop the proposed plans for the grade separation in Phase I and that the project would be pushed to Phase 2 of the Boulder City By-Pass project.

Between 2003 and 2007, there was little or no correspondence/communication between NDOT and the NSRM. It was presumed that the matter would eventually be settled by the Nevada Public Utilities Commission at which time an application would be submitted for action and a docket created with the PUC.

On October 16, 2007, Museum Director Greg Corbin personally met with NDOT Director Susan Martinovich during a trip to Boulder City. At that time, Mr. Corbin argued the importance of reinstating the Railroad Grade Separation into the plans for Phase I of the Boulder City By-Pass project. Shortly thereafter, Mr. Corbin was contacted by the new NDOT Project Manager (Tony Lorenzi, P.E.) and informed that the Railroad Grade Separation had again been included in all future planning for Phase I of the Boulder City By-Pass.

During the period between 2007 and 2012, numerous planning meetings were held with NDOT Project Manager Tony Lorenzi as design moved forward. In addition, various Public Information Meetings were attended and numerous phone calls and correspondence were exchanged as planning progressed with the Railroad Grade Separation at Railroad Pass.

NDOT contracted with HDR Engineering in November 2011 to produce a "Bridge Type Selection Report" that explored various options for NDOT to consider for the type of grade separation structure required at Railroad Pass. In addition, the report also focused on various options to re-align the existing railroad tracks in an effort to help reduce the cost of the bridge structure crossing over Hwy 93/95 by crossing at more of a right angle. Currently, the railroad alignment is on a slight skew (curve) to Hwy 93/95, which presents various design issues.

In May 2012 Museum Director Corbin received information from within NDOT that Deputy Director Scott Rawlins had once again pulled the Railroad Grade Separation project from within Phase I, Package 3 without any notification to Mr. Corbin or the NSRM. According to the information received, Mr. Rawlins moved the project into Package 5, thus possibly causing further delay in construction of the grade separation. Mr. Corbin then contacted Project Manager Tony Lorenzi on June 15, 2012, and Mr. Lorenzi confirmed the information about the project being removed from Package 3 to Package 5. Mr. Lorenzi also confirmed that Mr. Rawlins had left state service.

Most recently: Just prior to Susan Martinovich's departure/retirement in Sept. 2012 from state service, she met with Bill Hoffman (Asst. Director of Planning) and reiterated to him that NDOT had made a commitment and that the issue involving the grade separation be resolved within the earliest phases of the project...to which Mr. Hoffman acknowledged and confirmed he would do.

**As of the most recent Public Hearing held for the Boulder City Bypass project on 1/16/13 (in Boulder City), the Railroad Pass Grade Separation portion of the By-Pass project remained in Package 5. Therefore, the Nevada State Railroad Museum is formally requesting the project be reinstated back in Package 3 as originally agreed upon by the Nevada Department of Transportation.**

I was born and reared in Oklahoma. The turner turnpike opened in the early 50<sup>15</sup> with the promise that the fee would end when the turnpike was paid off. The fee had doubled more than once during more than a quarter of a century. The pay off was finally announced, but due to the high cost of keeping it maintained the fee would have to remain, reduced some, but still there. The state is now criss crossed with four lane roads almost all of them a turnpike. If the Boulder City folks want a by pass around their town they can sell some of that high priced land that is owned by the city. that's a small price to pay if it keeps the BC BUNCH from being compared to a bunch of OKIES.

Richard Smith

7037 Westbrook Ave.

Las Vegas, NV 89147



# COMMENT FORM

Boulder City Bypass  
Public Hearing  
Boulder City High School, 1101 5<sup>th</sup> Street, Boulder City, NV  
Wednesday, January 16, 2013

• Please Print Clearly •

Name: Larry Brant Sargeant - <sup>President</sup> ~~General Secretary~~ <sup>And</sup> Chief Engineer  
L.E.E. Date: 1-16-13

Address: 702-43 Foothill Court

City: Boulder City State: Nevada ZIP Code: 89005

Phone (Day): (702) 294-3114 Phone (Evening): (702) 294-3114

E-mail Address: \_\_\_\_\_

Would you like someone to call you to discuss your comment or question?  YES  NO

Comment/Question: IF the DOT would support The National -  
Construction - Recovery Act, This Project could be comp-  
-letly Funded by Lion construction Inc. of California  
(L.C.I.) (since 1978) (enclosed copy of the National -  
- Recovery Act) L.C.I. is Proposing The Boulder City - National -  
- Memorial - Hospital - Project, and the Henderson National -  
- Memorial - Hospital - Project, and the Las Vegas National -  
- Memorial - Hospital - Project (enclosed copy) - Please Help support this Act, and  
the DOT will have all the Funds you need without a toll Road?

Comments will be accepted through 5 p.m. Friday, February 1, 2013. Please mail to: Brant Sargeant  
 Tony Lorenzi, Project Manager, NDOT, 1263 S. Stewart St., Carson City, NV 89712 or drop in the comment  
 box provided.

Thank you for your time and interest  
 Nevada.dot.com

Personal Letter on B2C  
2.3.13

**NDOT USE ONLY:**  
 Date Addressed/Answered: \_\_\_\_\_  
 Comments: \_\_\_\_\_

of Tony: "The radio said that the meeting last night started at 3:00 P.M. I was there at 3:00 P.M. and I sat there until it was all over, Thank you it was well worth it?"

"The picture of your Boss, enclosed, makes me really wonder about him?"

"I've wrote to him over 12 letters, and NOT one Reply Answer? Why? Is it because I mention GOD? Is he ashamed of GOD? are you to Tony? I surely hope not, you sound like a real honest person, trying to do the best job you can. May God Bless you in your work!"

"Tony, I've proposed over 50 Projects, for the State of Nevada! Over one million new construction jobs!"

"The State of Nevada is the Land of Methuzelah, (From the Holy Bible)!" "God is ready to Bless the State of Nevada!"

"He will, But He needs your help, and the help of the People of the State of Nevada?"

"I hope to hear from you Tony"

Tom

Rebels upset San Diego State, 82-75



Leading figure pleads not guilty in HOA scheme

Downtown housing struggles to keep up with the demand

THURSDAY

# REVIEW-JOURNAL

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JANUARY 17, 2013

# Sandoval praises progress

*Governor's talk focuses on enhancing education, expanding economy*

BY SEAN WHALEY

LAS VEGAS REVIEW-JOURNAL CAPITAL BUREAU

## STATE OF THE STATE ADDRESS

**CARSON CITY** — Gov. Brian Sandoval took a typically upbeat tone in his State of the State remarks Wednesday, saying Nevada's economy is improving though it is a "success

story not fully realized."

His comments focused primarily on his twin themes of improving education and expanding the economy. He called for \$135 million in

new spending on public education, including money to expand full-day kindergarten to more schools and help more students master English by the end of the third grade.

## ON THE WEB

Governor's speech, Democrat's response  
▶ [www.hrtj.com/statetofirstate](http://www.hrtj.com/statetofirstate)

Sandoval's proposed \$6.55 billion general fund budget seeks to continue a package of taxes that otherwise would expire on June 30. It also proposes to

▶ SEE SANDOVAL PAGE 4A

Plans call for more all-day kindergarten



CATHLEEN ALLISON/THE ASSOCIATED PRESS  
Gov. Brian Sandoval delivers the State of the State address on Wednesday.

PLUS GOVERNOR'S \$6.55 BILLION BUDGET KEEPS THEME OF NO NEW TAXES ▶ PAGE 1B

Lion Construction, Inc. of California (Since 1978)

F.F.E. (Free Flow Electricity)

Owned & operated by The House of Israel which was established by God in 1960. "A Union Corporation" "Our Motto" "We Paw The Earth, with Glory and Honor To God"

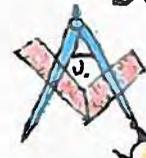
LARRY BRANT SARGEANT PRESIDENT OF L.C.I. "Larry Brant Sargeant, is a Holy Ordained Prophet Of God Since 1962" (Deut. 18:18-19)

"Land of The Free and Home of The Brave" "A. Larry Bald Eagle" "which is the Introduction To Cold Fusion Energy" - L.B.S.



One Nation Under God

In God We Trust



"1/4 Aluminum Pipe dipped in Pure Gold becoming a Golden Rod of Electricity" "JOB'S - Water - Low Cost Electricity" - L.B.S.

National Construction Recovery Act (N.C.R.A.)

"This Land is My Country, The U.S.A." - J. The Great Jehovah

"This Act will allow the U.S. Congress, to Loan, at 10% interest, All the Cash Money, To Start All of the Proposed Projects, Proposed by L.C.I." - L.B.S.

"This Act will allow L.C.I. to Recover a Deposit of Pure Silver, which was deposited in the San Francisco Bay, during the Ice Age, and discovered by Larry Brant Sargeant in 1958." - L.B.S.

"This Act will allow L.C.I. to set up a core drill, in yellowstone National Park, and drill down to a layer of Pure Gold, about 12 inches thick, not over 10,000 feet down, which will allow L.C.I. to construct two shafts, down to the layer of Pure Gold, and Remove the Gold to trade to the U.S. Government, For one Hundred (100) dollars of Pure Gold, For each ounce of Pure Gold, For one Hundred (100) dollars cash Money" - L.B.S.

"The U.S. Government, Must deposit All of the Pure Gold at Fort Knox, Kentucky" - L.B.S.

"This Act will allow our God, to trade enough Pure Gold, From this U.S. Gold Reserve to Pay off the U.S. National Debt." - L.B.S. - "Thus Saith Jehovah" - J.

"In 2018, For Heaven's Sake, And For your Sake, VOTE For The Man of Job's - Larry Bald Eagle - even Larry Brant Sargeant"

Special  
Message

For  
Truckers



Keep on  
Truckin' J.  
L.B.S.

The Amtrak Truck Service Project, will allow  
For the construction, of loading platforms, From New  
York City to Oakland, California, and From Seattle, Wash-  
ington, to Washington, D.C., and From Los Angeles, Calif-  
ornia to Bangor, Main, and From Vancouver, B.C. to San  
Diego, California, and From Chicago, Illinois to Hou-  
ston, Texas, and From Chicago, Illinois to Miami,  
Florida. -L.B.S.

This Project will allow a Flat Rate cost to  
Truckers at \$1,000.00 From New York City to Oakland  
California, and From Chicago to Oakland \$750.00,  
and From Omaha, Nebraska to Oakland, California \$500.00  
and From Salt Lake City, Utah to Oakland \$350.00, this is  
just an example of costs -L.B.S.

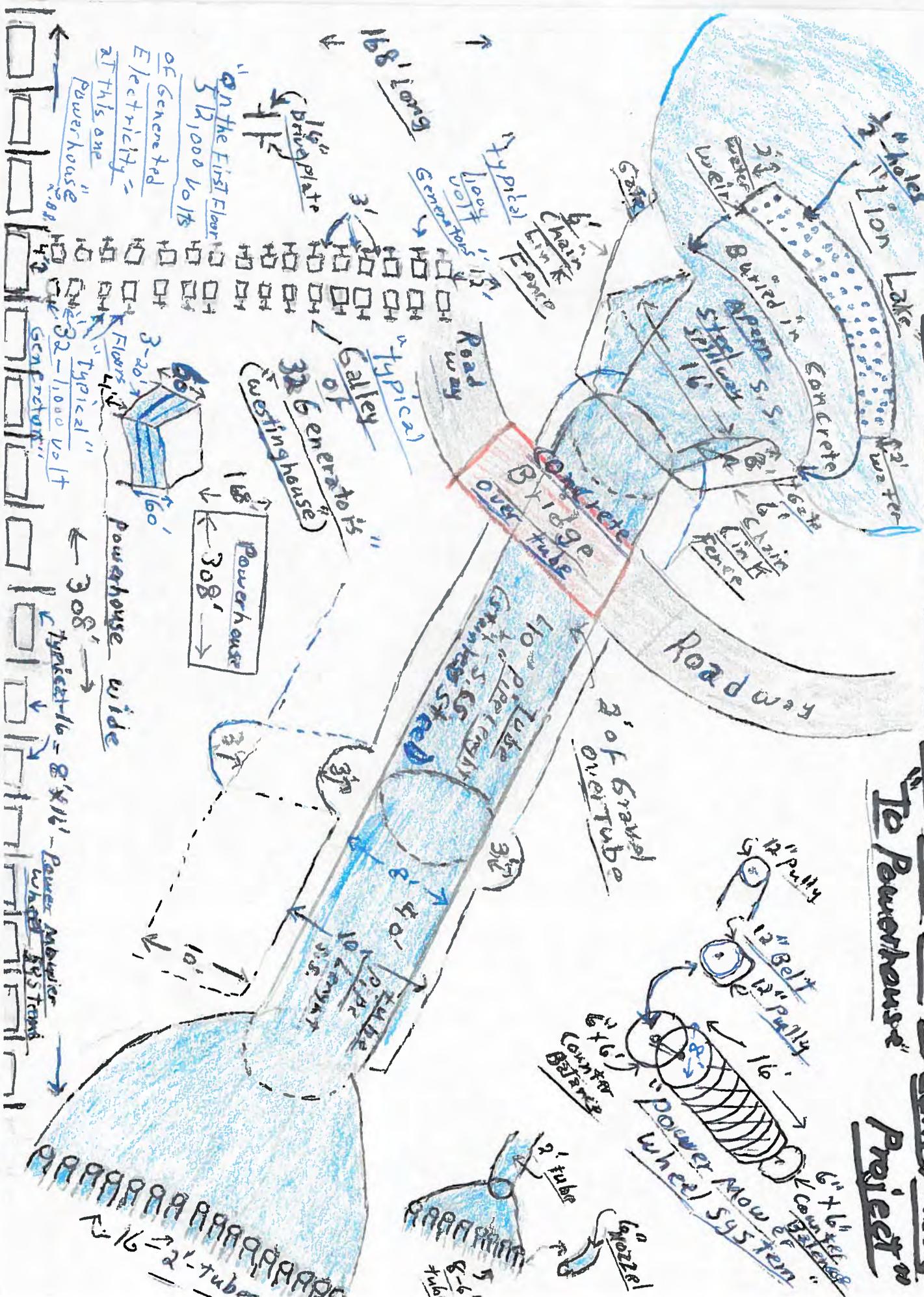
The trucks will ride on an 85' railroad car and  
have access to Dining room and Lounge cars. -L.B.S.

All trucks will be hooked up for Block heaters and  
electricity for Refrigerator trucks -L.B.S.

With the New Bio-Diesel Fuel Plant to be  
Constructed in Omaha, Nebraska, which will lower  
Diesel Fuel cost, to a Flat Rate of 50¢ Per gallon,  
this should be a real Boom to the trucking Indus-  
try. -L.B.S. - Vote For the Man of Job's -L.B.S.



# '8'- Tube of Water From Lion Lake To Lake Mead To Powerhouse Project



1681 long  
 3' typical gallery of 32 generators  
 3' typical gallery of 32 generators  
 3' typical gallery of 32 generators

On the first floor  
 512,000 volts  
 of generated electricity =  
 21 this one  
 Powerhouse

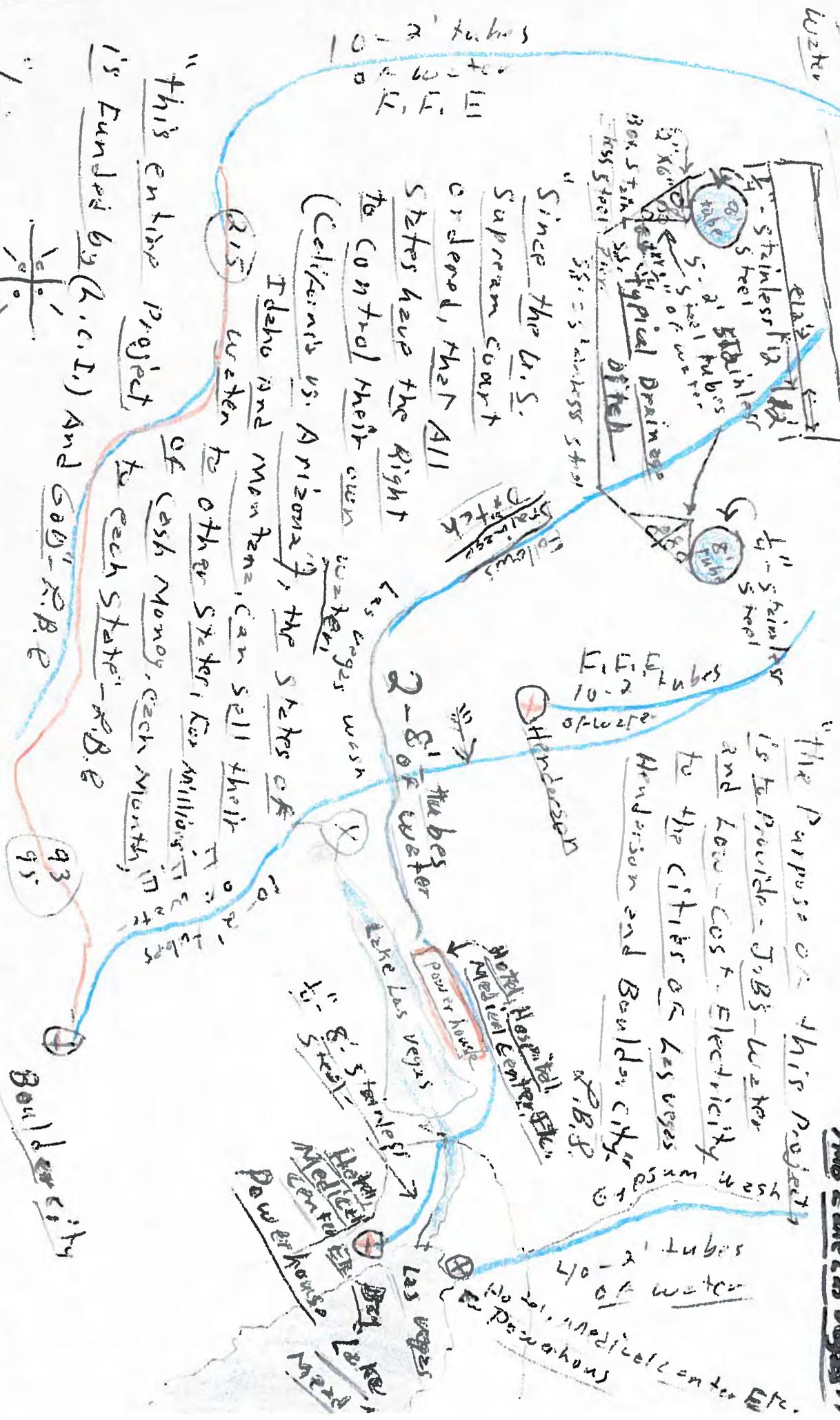
308' Powerhouse  
 308' Powerhouse wide  
 Typical 16' = 8' x 16' - Power Mower wheel systems

12" pulley  
 12" Belt  
 12" pulley  
 16' Power Wheel  
 Counter Balance  
 6' x 6' Counter Balance  
 2' tube  
 5' x 6' nozzle

150-2A Las Vegas - National - Veterans - Memorial - Hobart - Project

Las Vegas - National - Veterans - Memorial - Hobart - Project  
 of Park

2-8' - Tubes of water - from Lion Lake to Lake Mead And Lake Las Vegas



"The purpose of this project is to provide - Jobs - water and low-cost electricity to the cities of Las Vegas Henderson and Boulder city"

"Since the U.S. Supreme Court ordered, that All States have the right to control their own waters (California vs. Arizona), the states of Idaho and Montana, can sell their water to other states, for millions of cash money, each month, in 1935"

"This entire project is funded by R.C.T. and sold R.B.E."

Lion Construction Inc. of California (K.C.T.) (since 1978)  
 Larry Bryant - President and General Secretary and Vice President

# Henderson Project



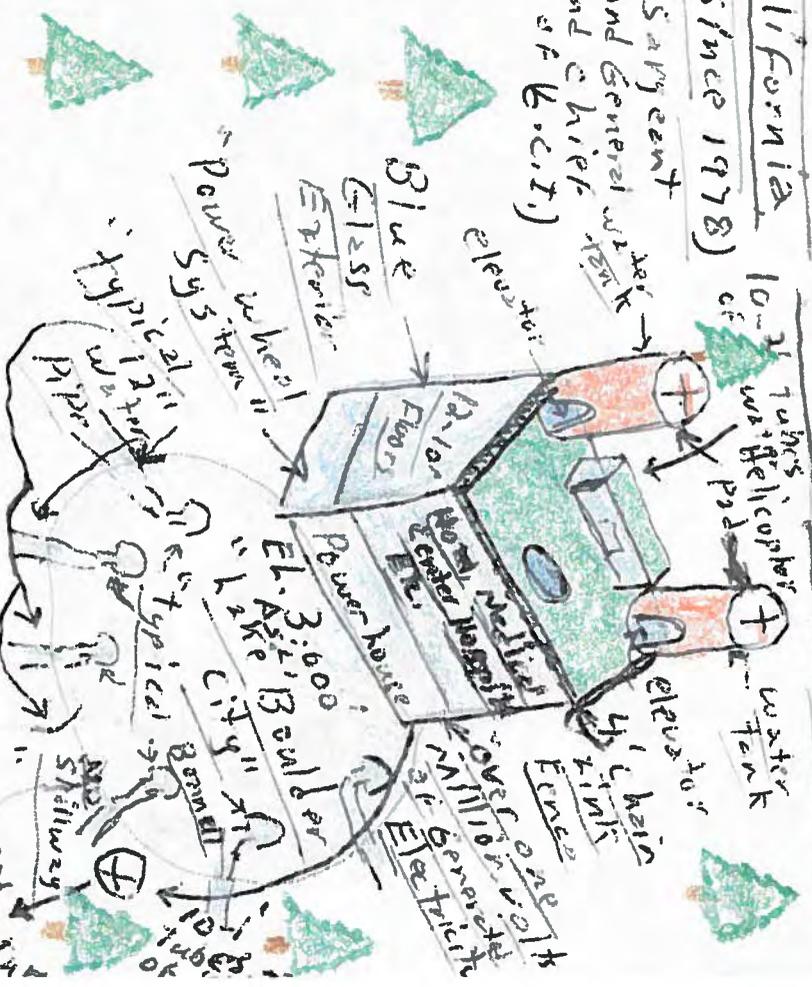
"Since the City of Henderson pumps water out of Lake Mead, this project will save the City of Henderson several million dollars per year, just in water alone." R.B.R.

"Henderson also has several hundred acres of land about existing areas that can provide low-cost Senior Housing. For retirement and

# Lion Construction Boulder City Project

In. of California (L.C.I.) (since 1978)

Larry Brent Sargent President and General Secretary and Chief Engineer of L.C.I.



"Since the city of Boulder pumps water out of Lake Mead, this project will save the City of Boulder several million dollars per year, just in water alone." R.B.R.

"Several thousand Acres, that B.C. can provide over one hundred thousand. Low-cost Housing." R.B.R.

"L.C.I. will supply Flat Rate water and Electricity at 10¢ per month, for each utility." R.B.R.

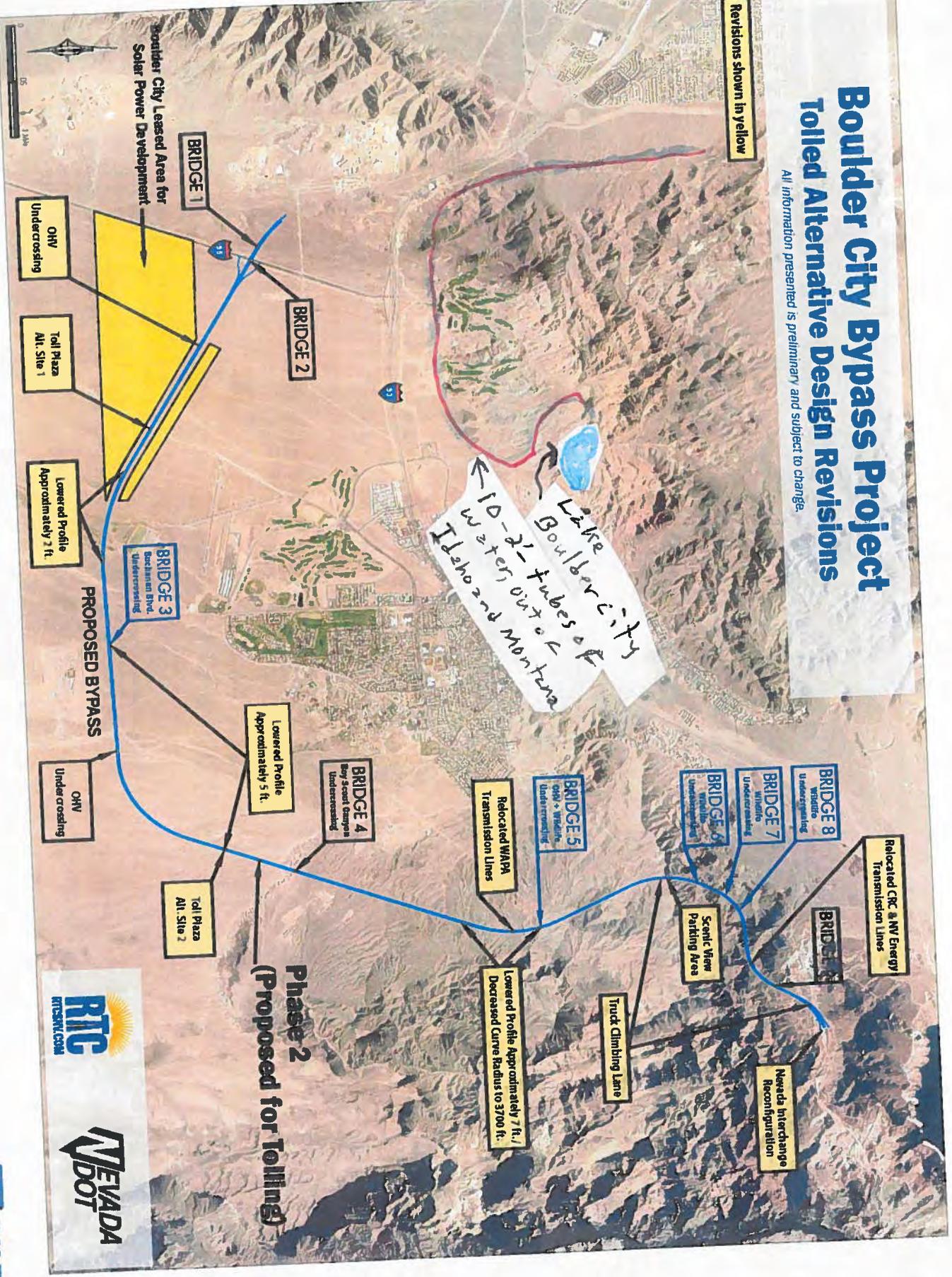
# Boulder City Bypass Project

## Tolled Alternative Design Revisions

All information presented is preliminary and subject to change.

Revisions shown in yellow

10-21 tubes of Lake Boulder City water, out of Idaho and Montana



**Phase 2**  
(Proposed for Tolling)



Name (Print):

McCLAIN Rusty  
Last First

Address (Print):

1700 ST ANDREWS CT Boulder City NV  
Street City, State, Zip 89005

Do you wish to speak during the comment period following the presentation? Please check one.

Yes  No

Comment (Print):

YOU SCARE ME, AFTER SEEING  
WHAT YOU DID IN BOULDER  
NV WAY & BUCHANAN (WITH ISLANDS & CROSSWALES!  
AND STOP LIGHTS ON INTERSTATE

Name (Print):

Neal Jackie Neal  
Last First

Address (Print):

1035 Keep dr Boulder City, NV  
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes  No

Comment (Print):

We live on Keep dr - Hemmingsway Valley  
Happy To see by Pass complete. It is  
So hard to get out of streets onto  
93. It is an accident waiting to happen!

Name (Print): Glema Dunn

\_\_\_\_\_  
Last First

Address (Print): 524 Nevada Way

\_\_\_\_\_  
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes

No

Comment (Print):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name (Print):

McCLAIN RUSTY  
\_\_\_\_\_  
Last First

Address (Print):

1700 ST ANDREWS CT BC NV 89005  
\_\_\_\_\_  
Street City, State, Zip

Do you wish to speak during the comment period following the presentation? Please check one.

Yes

No

Comment (Print):

ONOT RAMPON Buchanan for BC Res?  
Free passes for Res?  
\_\_\_\_\_  
\_\_\_\_\_

From: Maxey, Julie A  
Sent: Tuesday, January 22, 2013 12:28 PM  
To: cory cresiski  
Cc: Cooke, Steve M; Young, Christopher E; Lorenzi, Tony R  
Subject: RE: Boulder City Bypass Toll road  
Attachments: 2013 01 16 Display Boards.pdf; BCB Power Point Presentation.pdf; BCB 1-16-2013 Handout.pdf

Good afternoon Mr. Cresiski,

I see you mentioned that you received a late mailer for the Boulder City Bypass public hearing. I am sorry for the inconvenience and in an effort to keep you informed from this point forward on this proposed project your email address has been added to our e-blast list for any future public meetings regarding this project.

Attached please find for your information the displays, PowerPoint presentation and the hearing handout packet that were available to the public at the hearing. The last page of the handout packet is a comment form. If you have additional comments, you may submit them in writing using this comment form or send an email to: Tony Lorenzi, NDOT project manager, [tlorenzi@dot.state.nv.us](mailto:tlorenzi@dot.state.nv.us) Please submit your comments by Friday February 1, 2013.

I have included your email dated January 19, 2013, 5:13 p.m., into the public record for the Boulder City Bypass public hearing, Wednesday, January 16, 2013.

Please let me know if you have any further questions or concerns regarding the public hearing held Wednesday, January 16, 2013, for the Boulder City Bypass project.

Best Regards,

Julie Ann Maxey

Julie Maxey  
Public Hearings Officer  
Nevada Department of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712  
Office (775) 888-7171  
Cell (775) 443-5622  
Fax (775) 888-7201

From: cory cresiski [<mailto:rccresiski@hotmail.com>]  
Sent: Saturday, January 19, 2013 5:13 PM  
To: Maxey, Julie A; Information DL  
Subject: Boulder City Bypass Toll road

Hello,

We received your mailing about the January 16th public meeting in our mailbox ON JANUARY 16th. Our mail carrier delivers our mail every day at approximately 5pm. Even if I had been there at exactly 5pm to receive our mail on the 16th, that still gave us very little notice in order to be able to attend this meeting. I think you should be ashamed of yourself for not sending out the mailing sooner and giving the public a reasonable amount of notice in order to be able to attend the meeting. It greats the appearance that you are playing games in order to minimize attendance as much as possible and still be within the "letter of the law".

We are worried that the location of the toll may affect us greatly. Can you please tell us exactly where the toll stations will be. Along with a description, please provide a map if possible.

Thank you.

R. Cory Cresiski

**From:** [Cooke, Steve M](#)  
**To:** [Young, Christopher E](#)  
**Subject:** FW: BOULDER CITY BYPASS PROJECT - PHASE 2  
**Date:** Tuesday, December 11, 2012 7:42:37 AM  
**Importance:** High

---

Chris,

You might as well throw this into the re-evaluation comment box.

Thanks,

Steve M. Cooke, P. E.  
Nevada Department of Transportation  
Environmental Services Chief  
Phone: 775.888.7686  
Fax: 775.888.7104  
[scooke@dot.state.nv.us](mailto:scooke@dot.state.nv.us)

---

**From:** Fred Ohene [<mailto:OheneF@rtcsonv.com>]  
**Sent:** Monday, December 10, 2012 12:50 PM  
**To:** [rpatton@louisberger.com](mailto:rpatton@louisberger.com); Mike Hand; Andrew Kjellman; Cooke, Steve M  
**Subject:** FW: BOULDER CITY BYPASS PROJECT - PHASE 2  
**Importance:** High

FYI

---

**From:** Debra Coleman  
**Sent:** Monday, December 10, 2012 8:18 AM  
**To:** Fred Ohene  
**Subject:** FW: BOULDER CITY BYPASS PROJECT - PHASE 2  
**Importance:** High

FYI

*Debra Coleman, C.P.M.*

Purchasing and Contracts Analyst  
RTC of Southern Nevada  
600 S. Grand Central Pkwy.  
Las Vegas, NV 89106  
[colemand@rtcsonv.com](mailto:colemand@rtcsonv.com)

*"Divine action is always working on my behalf!" ...Jyansu Vanzant*

---

**From:** michael mistriel [<mailto:michaelm@dimickdevelopment.com>]  
**Sent:** Thursday, December 06, 2012 8:02 AM  
**To:** Debra Coleman  
**Subject:** BOULDER CITY BYPASS PROJECT - PHASE 2

Good Morning Debra,

My name is Michael Mistriel, and I disagree with the Boulder City Bypass project. I think it takes away from recreational area. Where do you want everyone to ride their horses and quads on the streets? I have talked to a few residents of Boulder City and they get the impression it's going to become the next "Radiator Springs."

There has to be another route that does not impede with our recreational area for equestrian and off-roading activities. A suggested possibly shorter route would be going around or through the hills by Henderson.

'On January 17, 2012 at 10:00 AM an industry meeting on this project will be held at the Clark County Commissioner Chambers, 500 S. Grand Central Parkway, Las Vegas, NV. The RTSNV is issuing a Request for Information regarding a future solicitation to participate in the proposed I-11 - Boulder City Bypass Project - Phase 1 under a public-private partnership or design/build delivery model. Potential industry participation opportunities include design, construction, financing, roadway operations and maintenance, and toll operations and maintenance. The RTC is seeking the industry's perspective and feedback on the project. Responses to this RFI will be utilized by the RTC to advance planning and development efforts and to refine the procurement approach for the project. Any questions regarding this project should be directed to Debra Coleman, at 676-1548 or email [colemand@rtcsonv.com](mailto:colemand@rtcsonv.com)"

Thank you,

*Michael Mistriel*

Estimator / Project Manager  
Dimick Development Company  
4825 East Carey Avenue  
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P: (702) 642-0040  
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F: (702) 642-3879  
[DimickDevelopment.com](http://DimickDevelopment.com)

**From:** [Maxey, Julie A](#)  
**To:** [Young, Christopher E](#)  
**Cc:** [Cooke, Steve M](#)  
**Subject:** FW: Boulder City Bypass  
**Date:** Monday, January 28, 2013 12:24:24 PM

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BCB comment received. See below.

Julie Maxey  
Public Hearings Officer  
Nevada Department of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712  
Office (775) 888-7171  
Cell (775) 443-5622  
Fax (775) 888-7201

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

From: Lorenzi, Tony R  
Sent: Monday, January 28, 2013 11:12 AM  
To: Maxey, Julie A; Mike Hand  
Subject: FW: Boulder City Bypass

fyi

Tony Lorenzi, P.E.  
Senior Project Manager  
Nevada Department of Transportation  
(775) 888-7317 Direct  
(775) 434-9023 Cell  
(775) 888-7322 Fax  
tlorenzi@dot.state.nv.us

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

From: USAF Eddie [<mailto:eellul@aol.com>]  
Sent: Sunday, January 27, 2013 9:56 AM  
To: Lorenzi, Tony R  
Subject: re: Boulder City Bypass

Thank You for the opportunity to comment and submit my view on the  
27 January

2013

Subject; Boulder City Bypass.

1. As a (senior citizen somewhat disabled) USAF Veteran and. retired to Nevada (12/91) Detroit FireFighter moving to Nevada and specifically Boulder City since 1996. I Love Nevada and Boulder City. As a concerned BC NV resident I appreciate the fantastic improvements to downtown BC and especially the new fantastic O'Callahan/Tillman Colorado River Bridge.
2. With that in mind, my humble opinion is that Nevada has it all for tourists, both beautiful Northern Nevada and exciting Southern Nevada, it wold be a mistake to now charge citizens to enter Nevada from the South.

3. I am a strong advocate of the bypas, but feel even stronger that it SHOULD NOT BE A TOLL ROAD. Besides the bad Press it would discourage a certain amout of Tourist touring and spending in Nevada which would be the only state out of 50 that actually charged people trhe enter the State.  
(DISGRACEFUL)

4. Thank You for this opportunity to have my opinion accepted as part of the recorded public opinion regarding (the by-pass) a possible TOLL road in Boulder City, Nevada.

5. My physical address is space # 85, Red Mountain/Boulder Oaks RV Resort, 1010 Industrial rd.,  
Boulder City, NV 89005

in addition....my Mailing address is Pob 62277 , Boulder City, NV

89006

my e-mail address is eellul@aol.com

my summer address is 526 W. 14th Street, Traverse City, MI 49684

Respectfully Submitted.....Edward A. Ellul sr. 702.293.2414 h  
702.592.2259 C 231.645.4456 T.C. MI

**From:** [Maxey, Julie A](#)  
**To:** [Young, Christopher E](#); [Lorenzi, Tony R](#); [Greg.Novak@dot.gov](mailto:Greg.Novak@dot.gov)  
**Cc:** [Naquin, Donald R](#); [Cooke, Steve M](#); [Mike Hand](#); [Amber Stidham](#)  
**Subject:** FW: Boulder City Bypass project comments  
**Date:** Monday, January 28, 2013 8:11:28 AM

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Good morning,

Please see email below from William Belknap.

BCB public hearing comment received, 1/27/2013.

Julie Maxey  
Public Hearings Officer  
Nevada Department of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712  
Office (775) 888-7171  
Cell (775) 443-5622  
Fax (775) 888-7201

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

From: Wilson, Donald E  
Sent: Monday, January 28, 2013 6:59 AM  
To: Maxey, Julie A  
Subject: FW: Boulder City Bypass project comments

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

From: William Belknap [<mailto:wjbelknap@cox.net>]  
Sent: Sunday, January 27, 2013 3:11 PM  
To: Information DL  
Subject: Boulder City Bypass project comments

First, thank you for holding the Public Hearing at Boulder City on Jan. 16, 2013. I learned a lot at the meeting.

I have a question and a suggestion:

Your maps show underpasses for wildlife. However, overpasses were built in AZ just across the border, and I believe they have been shown to be much more effective for Bighorn Sheep passage. Do you have data showing that your underpasses will be effective corridors for Bighorn Sheep?

Your toll plaza's should have solar panels on the shade structures, they should easily be able to produce more power than they will require. Part of the expense could be attributed to acknowledging and celebrating the local economy and recent history.

Sincerely,  
William Belknap  
629 Don Vincente Drive  
Boulder City, NV 89005  
702-293-6011  
[wjbelknap@cox.net](mailto:wjbelknap@cox.net)