

MINUTES
OF
PUBLIC HEARING

ON

LAS VEGAS FREEWAY

LAS VEGAS, NEVADA

NOVEMBER 9, 1960

7:30 P.M

PRESENT at this meeting which convened at 7:30 P.M., on November 9, 1960 in the Council Chambers of the City Hall, Las Vegas, Nevada:

NAME

Oran K. Gragson	Mayor, City of Las Vegas
Harris Sharp	Commissioner, City of Las Vegas
E. W. Fountain	Commissioner, City of Las Vegas
George Ullom	City Manager, City of Las Vegas
Sidney R. Whitmore	City Attorney, City of Las Vegas
R. P. Sauer	Director of Public Works
Franklin J. Bills	Director of Planning
Donald J. Saylor	Depty Director of Planning
Al Bossi	Traffic Engineer
Edwina M. Cole	City Clerk, City of Las Vegas
G. B. Brockway	State Highway Engineer, State of Nevada
Buck Blaine	Representing Downtown Casinos
Joe Conway, Chairman	Chamber of Commerce, Highway Committee

Approximately 30 people in the audience

Mayor Gragson:

As you know, or most of you were here at the last meeting. This hearing has been called for a further discussion of the Freeway problem. Our Engineers were to work out the possibility of one added east-bound lane on Charleston Boulevard and I will now ask Mr. Sauer to go over the proposal for you.

Commissioner Sharp:

Before Mr. Sauer begins, I would like to state for the record that we have kept a complete transcript of all public hearings. We have held relative to the Freeway as it will traverse our City. If anyone in the audience has any questions or comments, will you please stand and give your name. If you represent any organization, please also give the name of the organization so it may become a part of the record.

Mr. Sauer:

As you may recall, we went through the interchange proposed by the State Highway Department at the last meeting on November 4, this will show the moving lanes to handle the projected increase in traffic that would come from the Freeway on Charleston.

Commissioner Sharp:

I see in the audience several people who did not attend the November 4 meeting - one representing the Chamber of Commerce and one representing the Downtown Casinos. It might be well to bring them up to date as they may not be fully familiar with the plan as submitted by the State Highway Department.

Mr. Sauer:

It was pointed out at the last meeting the proposal by the State Highway Department which followed an earlier meeting with Mr. Armstrong of the Bureau of Public Roads, at which time an interchange at Charleston was directed to be worked out. This is what the State Highway Engineers came up with in conjunction with the City Staff. This is Highland, this is Charleston and this is Western. Their proposal was for an off-ramp onto Charleston between the Freeway and Western. An on-ramp from Highland which would be extended coming down and tie into Oakey in order to allow the traffic and businesses in the area to have free access to Charleston. This would allow traffic to come on to Charleston from Highland and go down to San Francisco or go on to the Freeway across on Highland. Also, if necessary to go down to Oakey and go west or across on Oakey. This however, would close Western at this point as it would be impossible to get the off-ramp on Charleston. With traffic east and West on Charleston it would be practically impossible to get direct to Western from the west end, for that matter from the east. If the traffic increases as it is expected to increase within the next five years to about 25,000 vehicles a day, also an off-ramp from the Freeway west on Charleston. That brought up at that time a question as to whether Charleston would carry the projected traffic load that would come from the off-ramp of the Freeway. It was estimated by our Traffic Engineer that there would be 650 cars coming off the off-ramp onto Charleston with no additional lanes to carry them. However, we are proposing to penetrate the railroad at Oakey and this will go into Wyoming and lead down to Main Street and Las Vegas Boulevard South. Also the Bureau will put in a grade separation at Alta and in the final analysis this will go over the railroad. Then, of course, in addition we have the Bonanza Alternate.

In order to carry the additional traffic we have investigated the possible widening of Charleston by the State Highway Department in conjunction with the second barrel that is being put in on Charleston. This is the off-ramp just east of the Freeway and this would be Western. The third lane utilizes a possible right-of-way that is on Charleston.

The green line outlines the curve as in the plans of the State Highway Department under the new construction coming down along Charleston and underneath the Freeway.

Commissioner Fountain:

You are speaking of the widening of the underpass at this time?

Mr. Sauer:

Yes, this shows the right-of-way line as it presently exists. The second barrel of the Freeway will allow 30 feet clear between the abutments. Thirty feet between curbs and the center island, both east and west of the underpass - will allow one off-ramp here - would allow 10 feet for each lane which is being used in a great many places. It is not the best, but it is considered good engineering and traffic practice. That would require to keep those three lanes where they would come into Main Street, to bring the curb back from the present location, which is 10 feet from store frontages between "A" Street and Main, would be brought back approximately five feet allowing a five foot sidewalk and would still allow an eight ft. parking lane between "A" and Main Streets. This would give the three lanes and the parking lane. East on Main Street it would necessitate bringing the curb in from the present location to the blue line and that would give three moving lanes and a parking lane adjacent to the curb. From 2nd to 3rd Streets it would mean bringing the curb in as outlined here to use five feet of the present right-of-way. That would give a five foot sidewalk instead of the sidewalk and parking facility there now. This would then give the three moving lanes and an eight foot parking lane.

From 3rd to 4th Streets the right-of-way line does not permit anything closer to allow a third lane so it would be necessary to remove parking from 3rd to 3rd Place and from 3rd Place to 4th Street which would still give the three moving lanes. In the final analysis making 4th Street a one-way Street, traffic would then move to town to the North along 4th Street.

Commissioner Fountain:

What is the width of 4th Street?

Mr. Sauer:

Fourth Street has a 40 foot pavement. It will be necessary to make that one-way and that would carry four lanes without the parking or additional widening. In general, I believe this is the outline as is used for the increase along Charleston and the present proposed plan of the State Highway Department.

Commissioner Fountain:

When this Freeway is constructed (and I am asking this question of Mr. Bossi) at the last meeting I believe you said there were 4,600 cars per hour coming in from the North and South now?

Mr. Bossi:

That is a maximum figure.

Commissioner Fountain:

With these off-ramps, what is going to happen out on the Flamingo, the Desert Inn, down as far as the Sahara, and the Tropicana and McCarran Field? I believe these people are going to use this Freeway to come downtown. That being the case, we are out of business before we get started as far as having enough space.

Mr. Sauer:

You mean as far as requiring more moving lanes?

Commissioner Fountain:

I am interested in the Northbound traffic.

Mr. Sauer:

As an example, we put two lanes in, it would be the maximum on the Northbound lane. It would then pull additional traffic in this area which is going to have to be handled and would increase the load as it went into the downtown area. It would be desirable to split the traffic so it can be more easily dispersed on the streets we have to work with. The additional traffic that wants to come into Las Vegas is certainly going in on the Bonanza Alternate.

Commissioner Fountain:

Just as a matter of information, will this not cause a bottleneck at 4th Street?

Mr. Sauer:

If there are three moving lanes on Charleston, and 4th - means a one-way deal - it would go all the way to Mesquite. It would be a closed circuit. There would be less confusion than in any other manner. The City is going to have quite a problem to handle the traffic as it comes into town from the freeway.

Mayor Gragson:

Mr. Jim Gordon is here this evening and some of the other property owners from that area (309 W. Charleston Blvd.) who still questions the method we have in here in relation to their personal properties and businesses on that corner.

Jim Gordon of Gordon Supply Co:

With reference to what Commissioner Fountain said I was at the last meeting and since that time I have checked with Los Angeles. They tell me that on the Freeway where they have going downtown to the Statler the cars just blend in with the moving traffic. I was intending to get something in writing on this, but the time has been too short to have it presently. We still have the same problem we had last week. We feel this proposal is inadequate and certainly will not be able to take care of the traffic in the area now.

MR. CONWAY:

I am the Chairman of the Highway Committee of the Chamber of Commerce, I wish to point out, first, we are talking about traffic in 1975, not today. We say we are building Charleston Blvd. We are going to put a permanent barrier - choke off the Downtown Area from the Strip.

We already have a choking off condition at San Francisco Street. We are proposing another one at Oakley Blvd. The traffic between the Downtown area and the Strip is going to increase tremendously before 1975 and what we are doing here - we are only making allowances for 650 cars per hour - even if we go to two lanes, 1,320 cars per hour. What is that going to do to Charleston Blvd. dumping it in there? In actual words, you are going to have traffic backed up on the Freeway. How many from the North? Possibly another 3,000 or 4,000. 2,700 according to Mr. Bossi now coming in from the North. How many from the West? And you are going to dump them all in the Downtown Area? How are you going to handle the traffic? After you get the traffic off (the Freeway) how is it going to get back on? I think we have a very important problem here because of the increase in traffic and planning for 1975. Today we already realize we have a gigantic problem in this area. Gentlemen, I feel the Freeway interchange at Charleston Blvd. should be made to the maximum to carry the maximum and to bring it over the railroad tracks and Main Street North of Charleston Blvd. It is the only way we can solve the traffic problem. We have to go to the maximum. Not the minimum. We would be monstrously stupid to agree to this plan. This will only aggravate the situation in my personal opinion. Some more study has to be given to it.

Commissioner Sharp:

You are not doubt familiar with the Gass-Alta interchange proposed by the State Highway Department. Your group went on record in favor in the Gass-Alta interchange. Are you still in favor of that proposal?

Mr. Conway:

Yes, sir.

Mr. Blaine (representing
Downtown Casino Interests)

I represent some of the Downtown business men. I have been in on this Freeway problem ever since its initiation and I would like to speak briefly on the proposal before us this evening. First, I would like to ask if the proposed plan meets with the Commission's (City) approval in its entirety.

Commissioner Fountain:

Speaking for myself personally - no.

Commissioner Sharp:

This is a far cry from what we originally applied for. As one member of the Freeway Committee (composed of Commissioners Fountain and Sharp) I will never accept this plan.

Mr. Blaine:

This widening of Charleston is a wonderful idea and should be done now. To back up and start from the back side - we will not accept 4th Street for one-way traffic Downtown. You will put all the traffic coming from Los Angeles in a school district. Just forget about 4th Street as a one-way into Downtown. All the parking lots are on 1st, 2nd and 3rd Streets and one of those

must be the one-way Downtown. They promised us this about two years ago. We will give you an off-ramp at Western. This interchange is far more important than the big expensive one at Bonanza. More people will come in on this. We are talking about traffic 1975, not 1965. I have just finished going over Interstate Highway #15 from the South end to the North end and it is a wonderful road. After you leave Las Vegas, going North there are nine miles completed to Utah and that is all. At Idaho there are nine miles completed so we are racing our motors if we enter something that will not help us in the future. When this Freeway is completed to San Francisco Street, let it stop there until they give us an adequate interchange for the entire City. We are talking about 100,000 people or more. Let them give us whatever will be best for our City. Don't take something now we will not need five or ten years from now. The property values will go up, of course, but we have to think about the long-range angle.

Commissioner Sharp:

You were familiar with the Gass-Alta interchange. Is something along that general line satisfactory to the Downtown people?

Mr. Blaine:

Yes, we were practically promised that by the State Highway Department. We need this Freeway to be elevated over Charleston all the way to the Bonanza interchange and we can ultimately develop that area the Union Pacific owns. That is the only thing that will benefit the entire community within the next 15 years.

Mr. Conway:

Today we have one street leading from the Strip to the Downtown area. We will eventually have the Freeway, but we can't use the interchange to get them in from the South end of town. The City is going to be forced to put other streets through. That means opening up other streets - buy the rights-of-way in order to relieve the congestion. Today we have only one other street north and south and that is Maryland Parkway and very few people will use it. To get traffic to and from the Downtown area - that means you are going to have to pay some 12 to 20 million dollars to open up additional streets. The City does not get any gasoline tax monies for this. You will force some future City Commission to go to a bond issue. The way they are proposing to bring traffic Downtown - to draw it all into one small area. You will have to pay millions of dollars to relieve that congestion. I urge that this be given further study.

Mr. Gordon:

With reference to the Gass-Alta interchange that was originally proposed. I think it was fair to everyone. It answered the problem. It took the California trade Downtown but we in the industrial area do not feel it is fair to dump the traffic in the industrial area and have the people searching for a way downtown to our

gambling casinos where we want them to be. The original Gass-Alta interchange was fair to everyone and I think it would enhance the value of the entire City.

Mayor Gragson:

How far south would that proposed Gass-Alta interchange have to come in order to meet the minimum distance between interchanges?

Mr. Sauer:

Approximately one mile. I believe you can still meet the minimums within a matter of feet. It is a little less than 3/4 of a mile between Gass-Alta and Bonanza interchange.

Mayor Gragson:

To meet the criteria, where would it have to set in reference to Gass-Alta and Charleston?

Mr. Sauer:

Midway between Charleston and Alta would be the proper distance. It would be a little over 3/4 of a mile from Gass-Alta from Bonanza - would have to be midway to get a true mile. It would not be able to come off at Alta to get a true cut. It would come off on a bias, go over the railroad and down into Gass.

Commissioner Fountain:

What would be wrong in putting the Bonanza alternate north?

Mr. Sauer:

With the interchange as proposed for the Bonanza Alternate, it could be set north possibly 500 ft. but that would put the interchange directly over the railroad spurs. This is about as far north as it can be without interfering with the railroad spurs 400 or 500 feet would be the maximum.

Commissioner Sharp:

How much do those three ramps cost that are proposed here now? Do you have any idea?

Mr. Brockway:

I have no cost figures at this time.

Commissioner Sharp:

What was the estimated figure of Gass-Alta and extension over the railroad?

Mr. Sauer:

2½ million dollars. That would be the City's portion as pointed out by the State. Some would still have to be put in by the Bureau.

Commissioner Fountain:

I would like to make a brief statement on this Freeway deal as it stands now. Commissioner Sharp and myself have, as members of the Freeway Committee followed this since its inception in July of 1957. I do not say this to be obnoxious, but we have been going backward instead of forward. I would not vote on this until there is a full board. We are just the Committee. I have to agree with Buck Blaine that by taking time for more study we are not holding up anything in the County. There is no progress shown in the County up to this time. This would be my recommendation - that this proposal be turned down.

I would like to correct Mr. Gordon on one statement he made: Speaking for myself, we are not interested in getting the traffic downtown to the gaming establishments only. We are also interested in getting the tourists to our Downtown drug stores, cafes, and all mercantile establishments.

Mr. Blaine:

Speaking for the gambling establishments, we do not want all the traffic in the world. We are very happy if they visit Mr. Gordon, J. C. Penny, etc., because they are our customers anyway. Everybody who comes to town buys 10 gals. of gas - eventually everyone gets a share of it and it helps the entire community.

Commissioner Sharp:

I believe Mr. Conway made a very challenging observation when he said we should look ahead to 1975 and believe me, that will be here before we know it - probably 7 or 8 years after the Freeway is completed. We will have to look forward to a greater Downtown district and I think it will be tremendous in size. I don't believe a 650 car off-ramp at Charleston is any way near enough to take care of the future. I think the community has exceeded, so far, every population growth figure for this area. I know of none and there have been many. They have all been pessimistic. I know that Stanford University's research figures were surpassed and we should look ahead just a little bit in anticipation of a population increase. That is why I am looking forward to a West Fremont Freeway. This thing of looking at the Downtown as it is today is unrealistic when you are planning a Freeway. I don't think we are being optimistic enough.

Mr. Child:

I would like to ask this: Is it anticipated this will be to the extent of the Hollywood and Ventura Freeways? Is it anticipated by 1975 ours will be as large as that? Let us then figure this way: In West Los Angeles none of the Freeways have ever found it necessary to build special structures to get off and on. It has been my contention that there is reason why the Federal Government could not put in a very simple turn-off off the Freeway on to each street and off of each street. Why do we need the elaborate cross-over? The whole thing could be done on a much simpler plan. When the City needs the Gass-Alta interchange and the West Fremont interchange, then let's build them. For the next 20 years simple turn-offs on to the present streets ought to take care of the situation.

Commissioner Fountain:

You must appreciate the Federal Bureau of Public Roads puts up 95% of the money.

Mr. Child:

Could not the Federal Government be required to build what the City wants?

Mr. Brockway:

As I understand it. When the Bureau of Public Roads arrives at a street intersection with a Freeway, it must have access through the Freeway. The Freeway must be free moving. I agree with you it is a mile. They are sometimes closer together than a mile. When you come on the Hollywood Blvd. it is a simple diamond and you can make a turn without any major difficulty. I believe on that one it is two ways - left and right hand turns allowed.

Mr. Myers:

I would like to ask your opinion on a matter personal to me. Financial also. The Freeway, the way it is proposed, will cut across a piece of property I own. I have become quite concerned with what I can do. Should I go ahead and develop the ground logically now? I am not trying to rush you. If it is going to be 5 or 6 years - what is the logical thing for me to do with this piece of property? Should I construct a building on it? I have written letters to the State Highway Department requesting an opinion from them but I have received no answer. Is there anything that would prohibit the City from giving me a Building Permit in this right-of-way?

Mr. Brockway:

It is the job of the Bureau of Public Roads to secure the right-of-way. I don't know whether it will do any good, but I will make another "pitch" and take this plan and then argue out the interchanges at a later date. In a case such as this until a design is decided on, they will not give authority to start acquiring the right-of way. If we could take the area necessary for the two travel lanes straight through without thought of the interchange and come down later. They want to consider it as a whole. That is my understanding. We were in the process of trying to acquire property in the right-of-way south of Charleston, thinking the Charleston on-ramp as designed some 8 months ago was satisfactory to the people. That was prior to the Gass-Alta investigation. At that time we assumed a simple on-ramp and loop was all that was going on at Charleston. We had design approval from the Bureau, but were stopped on that when the Gass-Alta proposal was brought up. I would like at this time to bring up the point that the Gass-Alta proposal did have the States' blessing. The Bureau of Public Roads turned it down. Your people worry me when you say "the State" did or didn't do this or that. Our Department has always hoped you would get whatever you feel would do the job.

Commissioner Sharp:

To clarify the record, the State Highway Department and the State Highway Commission have worked with the City of Las Vegas and went on record in favor of the Gass-Alta proposal. It is the Bureau of Public Roads that has done the damage. The Governor and his Commission have worked with us and even held 2 or 3 hearings in the City of Las Vegas. They have invited the Committee Members and City Officials up to Carson City to meet with them. If there have been any disagreements we certainly do not mean to include any of the officials at the State level, and I would like to have this clarified at this time for the record. Mr. Brockway, locally as well as the officials in Carson City have been most cooperative with the City of Las Vegas and its citizens in what they have felt was right for the City. They have gone on record as far as the Gass-Alta interchange is concerned, some 2 or 3 public hearings back.

Commissioner Fountain:

Pertaining to the development of this property that is being held up - people who own property in the general Freeway area - I think they have been very lenient in their attitude. They have cooperated very well with the City in view of where the Freeway might be. I appreciate Mr. Brockway's position, but somewhere along the line the people are going to have to be told what we are going to do. I don't think we can force them to hold their properties indefinitely.

Commissioner Sharp:

I think the citizens can go ahead and develop their property as they desire. When, and if, the property is acquired for Freeway purposes, they will be paid a fair value at the time of the appraisal.

Mr. Sauer:

Up until the time the Gass-Alta interchange came into the picture, anyone who asked for a Building Permit was referred to the State. There has been no one turned down on a Building Permit as far as I know for that reason. We do not have anything to do with the purchase of the right-of-way.

Commissioner Sharp:

Is there anyone else present who wishes to bring up anything on this Hearing, so we may bring this to a close?

Mr. Childs:

It seems to me the idea of pushing the sidewalks back is absolutely necessary.

Mayor Gragson:

I would like to get this under way, Commissioner Sharp and Fountain if you will please get together with our Engineers and Traffic Engineer, and work out some plans that would be suitable prior to the time we go back to the State Highway Department and the Bureau?

Commissioner Fountain:

With your permission and the permission of the Board, I think the next move is from the top down. To go back to Washington with what we want.

Mayor Gragson:

There is no need to be back to Commissioner Armstrong until we have just exactly what we want that is written in the criteria of the Bureau. We may have to move it one way or another, but get what we want before we go back there or to the State Highway Department. In other words, decide precisely what we want and then present it to the Highway Department and to the Bureau of Public Roads.

Commissioner Fountain:

We are going to have Mr. Armstrong assist us in getting what the citizens want.

Commissioner Sharp:

The Commission approved the Gass-Alta interchange as well as all citizens and I think that plan was approved and determined to be necessary by the cost ratio benefit and it was approved by the State Highway Commission and sent to the Bureau of Public Roads. We told them that was what we wanted.

Commissioner Fountain:

Let's start upstairs this time.

Commissioner Sharp: to
Mr. Brockway:

The man from your office determined on a cost ratio basis it was a fair interchange.

Commissioner Fountain:

We mentioned on many occasions to the other gentlemen who were here before Mr. Armstrong - we could get no action at all on Charleston Boulevard.

Mayor Gragson:

If this proposal Gass-Alta has to be moved 200 ft., do it before we go back to the Bureau of Public Roads. Then all they will have to argue about is the cost. I doubt if they will go if it is under the required distance.

Mr. Conway:

Just to bring our memory up to date, how many lanes did we propose at the Gass-Alta interchange?

Mayor Gragson:

That was a complete diamond interchange - 2 lanes each way.

Mr. Conway:

How much would each lane carry?

Mr. Sauer:

Each lane would carry 650 vehicles. It could carry as many as 11,000.

Commissioner Sharp:

The Bonanza alternate has only 2 lanes and an off-ramp a little over 1,000 cars an hour.

Mr. Conway:

Should we not be sure we have enough lanes to carry the traffic?

Mr. Brockway:

In answer to Mr. Conway, the Freeway is only 2 lanes each way. There is not much point in putting in 3 lanes when you have only 2 on Bonanza. Why not get what we can at this time? Get the show on the road? I can't believe that if this is developed and it is proven to the Bureau that the existing design is forever. I don't know if you people have given it the thought I have. We hoped by the first of the year to let the contract from Sloan to the South Strip approach at McCarron Field. There will be a Freeway from the State line up to there. You are not doing a thing nor are we getting any place toward alleviating the local traffic problem. We can get cars to the Strip. If we can swallow our pride in taking the partial design the Bureau has indicated, they will approve the design of the Charleston interchange and we can get some of our Traffic problems off of our City Streets. The location it seems is established. If we could build the lanes - get the thing going, I do not believe it could be unreasonable. You can't get it by the Bureau of Public Roads at this time can we afford to wait?

Commissioner Sharp:

I think, when Mr. Armstrong was here he did mention if the diamond necessitated, further ramps could be developed. There is one thing I would like to comment on here, one of the big factors if the Gass-Alta was north bound traffic mixing with merging traffic to get off at Bonanza. That is where we would have the trouble. That is the reason for the one (1) mile space.

Mr. Brockway:

They have the power and they are the ones that set the design.

Commissioner Sharp:

What we need right now, it is almost mandatory today that we get free moving traffic from the Freeway into the City of Las Vegas. If we could get by with an off-ramp at Gass-Alta, certainly the south-bound traffic could get on at Bonanza. In the future, I believe a fuse interchange will be needed at Gass-Alta.

Mayor Gragson:

There is no doubt about it. Here is my thinking on the southbound traffic, it is not all going to come into the Charleston Interchange or on the Gass-Alta interchange. A good part is going to come off at all the interchanges that are out on the Strip. As far as traffic going south after they leave Las Vegas, as much as the present highway will accommodate, I would like to see them go that way.

Mr. Sauer:

Also, if this is approved and put in now you might say as Mr. Brockway has mentioned, it would not prohibit future interchanges but, at this time it would require 2½ million dollars to go over the Railroad into town but the present plan would still give us an off

-ramp at no cost to the City and alleviate some of the present problems. It is still going to cost 2½ million dollars if we put this in at Gass-Alta if we do it now or 5 years from now.

Commissioner Fountain:

I wonder if the Bureau of Public Roads is thinking about the potential growth of our community. We are one of the few areas due for an explosive increase. I agree with Joe Conway - the City is going to have to float bonds. We have to think along those lines. I think these should be nailed down once and for all. I believe the population of this area will support it.

Mr. Blaine:

I would like to see the Commission turn down the plan. Let's make the elaborate interchange and ask for something worthwhile. If we have to fight the Bureau of Public Roads, I think our friends are on top of the pile. Let us not take something we know is inadequate

Mr. Myres:

Mr. Brockway, you mentioned before you were already to proceed - what I can't understand is that everyone before was satisfied with the one costing 2½ million dollars.

Mayor Gragson:

The Bureau of Public Roads would not authorize the other.

Commissioner Sharp:

I would like to go on record as being opposed to this particular plan.

Mr. Church:

Could I find out now about a building permit?

Mr. Sauer:

This could probably be arranged with the State Highway Dept.

Mr. Brockway:

Why are you giving consideration only to east-bound traffic?

Mr. Sauer:

As for providing an extra lane on the north side, the parking would have to come off 2nd street, there is not enough room to provide a parking lane and moving lanes.

Mayor Gragson:

Before we adjourn, I would like to ask the Committee to get with our engineer and see if they can prepare with our physical layout of present streets and on ramps a plan that could bring a Gass-Alta interchange within the criteria.

Mr. Sauer:

One more thing, we will contact the State Highway Department and see if we can provide three (3) lanes in each direction.

Commissioner Fountain:

The off-ramp on Charleston, I am opposed to it.

Commissioner Sharp:

The Committee will certainly take this into consideration and act upon the suggestion you have made. We feel it is a very important matter and when we come to some conclusion which should be very shortly, and look over the minutes of the two public hearings we have had recently. I think we will be in a position to come back with some sort of a recommendation. I certainly appreciate Mr. Brockway's recommendation concerning Charleston Blvd. I have nothing more to add except to thank all of the citizens who were interested enough to come here this evening and give us the benefit of your thinking and comments.

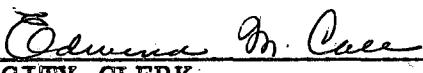
There being no further comments from the audience at the our of 8:45 P.M., Commissioner Sharp moved the meeting be adjourned.

Motion seconded by Commissioner Fountain and carried by the following vote: Commissioners Sharp, Fountain and Mayor Gragson voting aye; noes, none.

APPROVED:


ORAN K. GRAGSON MAYOR

ATTEST:


CITY CLERK