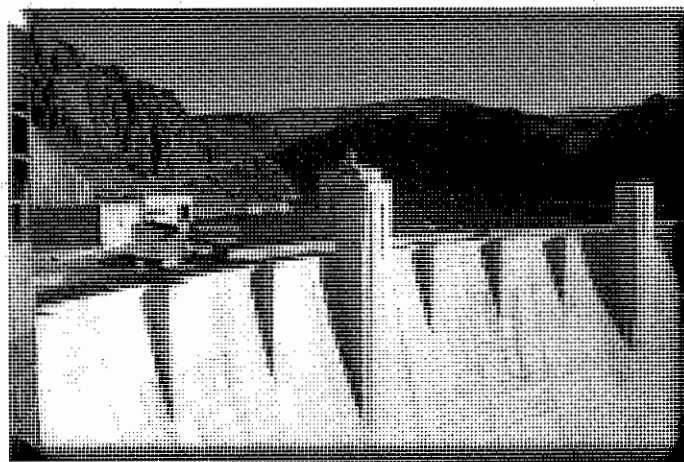


# U.S. 93 Hoover Dam Bypass Project

## Final Environmental Impact Statement and Section 4(f) Evaluation

### Volume II Comments and Responses



**Federal Highway Administration**

**Central Federal Lands Highway Division**

**January  
2001**



**VOLUME II**

**U.S. 93 Hoover Dam Bypass Project  
Final  
Environmental Impact Statement and  
Section 4(f) Evaluation**

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**FEDERAL HIGHWAY ADMINISTRATION**

**CENTRAL FEDERAL LANDS HIGHWAY DIVISION**

**JANUARY 2001**





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# Comments Received on the Draft EIS

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## 2-1.1 Introduction

This volume of the Hoover Dam Bypass Project final Environmental Impact Statement (EIS) contains a discussion of the circulation of the Draft EIS (DEIS) and public hearing process and provides copies of the comments received on the DEIS along with responses to those comments. The comments are reproduced with an identifying document number at the top of the first page of each letter. The comments were submitted as letters, electronic mail (e-mail), public hearing transcripts, and public hearing comment sheets. Each letter, e-mail, or speaker at the public hearing has been assigned a letter and number designation at the top of the comment letter. The letter portion of the designation, corresponding to one of the five comment categories, are listed below to assist in finding individual comments:

- A Government Agencies
- B Organizations
- C General Public
- D Public Hearing Transcripts
- E Public Hearing Comment Sheets

Chapter 2 contains the responses to these comments coded in the same letter-number designation as listed above.

## 2-1.2 Notice of Availability in *Federal Register*

The comment period on the DEIS began on September 25, 1998, when the Notice of Availability was published in the *Federal Register*. A copy of the notice is included as Figure 2-1. The 45-day public comment period closed on November 10, 1998. Comments were received from approximately 142 government agencies, organizations, and members of the general public before the close of the comment period. Another 14 comments were received from organizations and members of the public after the close of the comment period, making a total of 156 commenters on the DEIS.

## 2-1.3 Distribution of DEIS

Approximately 180 complete DEISs were mailed out during and after the comment period. In addition, approximately 125 copies of the Summary DEIS were distributed. The list of agencies, organizations, and persons who received copies of the DEIS is in Chapter 10 of the EIS.

The complete DEIS document was made available for review at the following locations:

- Boulder City Public Library, Boulder City, Nevada
- Bullhead City Public Library, Bullhead City, Arizona
- Clark County Public Library, Las Vegas, Nevada

- Green Valley Public Library, Henderson, Nevada
- Henderson Public Library, Henderson, Nevada
- Kingman Public Library, Kingman, Arizona
- Laughlin Library, Laughlin, Nevada

## **2-1.4 Website**

The entire DEIS was activated on the project website on September 25, 1998. The document could be accessed at the following website address:

<http://hooverdambypass.org>

The online DEIS included all figures, tables, chapters, and text as the paper document. It included an online comment feature, which enabled the reviewer to click on a comment box; insert name, address, and phone number; and type in comments and submit them electronically. Prior to activating the online DEIS, the project website averaged about five hits per day. After activating the online DEIS, the website was accessed an average of about 35 times per day during the comment period. On November 10, 1998, the website access count was 3,894. Prior to activating the online DEIS, the website access count was 2,372.

## **2-1.5 Public Hearings**

From October 13 to 15, 1998, the Project Management Team (PMT) hosted a series of Public Hearings to provide the interested parties with an opportunity to provide comments on the project and the DEIS. The PMT and technical staff were available to discuss the project purpose and need; major issues; alternatives and design features; and the potential social, economic, and environmental effects related to each alternative.

The public hearings were held in the following locations:

- Tuesday, October 13  
Kingman High School  
400 Grandview  
Kingman, Arizona
- Wednesday, October 14  
Community College of Southern Nevada  
700 Wyoming Street  
Boulder City, Nevada
- Thursday, October 15  
Clark County Government Center  
500 South Grand Central Parkway  
Las Vegas, Nevada

The public hearings were held on successive nights to receive public comments on the DEIS. An open house format was used at each meeting, allowing members of the public to discuss the project alternatives and the DEIS with members of the PMT. Attendees were encouraged to submit comments on the DEIS using one of the following methods: completing a comment

OPP has determined that access by Computer Based Systems, Inc. to information on all pesticide chemicals is necessary for the performance of this contract.

Some of this information may be entitled to confidential treatment. The information has been submitted to EPA under sections 3, 4, 6, and 7 of FIFRA and under sections 408 and 409 of the FFDCA.

In accordance with the requirements of 40 CFR 2.307(h)(2), the contract with Computer Based Systems, Inc. prohibits use of the information for any purpose not specified in the contract; prohibits disclosure of the information to a third party without prior written approval from the Agency; and requires that each official and employee of the contractor sign an agreement to protect the information from unauthorized release and to handle it in accordance with the FIFRA Information Security Manual. No information claimed confidential will be provided to this contractor until the above requirements have been fully satisfied. Records of information provided to this contractor will be maintained by the Work Assignment Manager for this contract in the EPA Office of Pesticide Programs. All information supplied to Computer Based Systems, Inc. by EPA for use in connection with this contract will be returned to EPA when Computer Based Systems, Inc. has completed its work.

#### List of Subjects

Environmental protection, Transfer of data.

Dated: September 15, 1998.

Richard D. Schmitt,

Acting Director, Information Resources and Services Branch, Office of Pesticide Programs.  
[FR Doc. 98-25631 Filed 9-24-98; 8:45 am]  
BILLING CODE 6560-60-0

#### ENVIRONMENTAL PROTECTION AGENCY

[EPA-FRL-5485-7]

#### Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared August 17, 1998 Through August 21, 1998 pursuant to the Environmental Review Process (ERP), under Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as Amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 564-5076.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 10, 1998 (62 FR 17858).

#### Draft EISs

**ERP No. D-DOC-C39012-PR Rating LO.** Corals and Reef Associated Plants and Invertebrates, Fishery Management Plan, Amendment I Marine Conservation District (MCD), Exclusive Economic Zone (EEZ), Puerto Islands and U.S. Virgin Islands, PR and VI.

**Summary:** EPA believed that any of the three options being considered will further the objectives of the Coral Fishery Management Plan and will result in beneficial environmental impacts to the aquatic resources in the U.S. Caribbean. Therefore, in accordance with EPA policy, EPA does not object to the projects implementation.

**ERP No. D-DOE-A09828-00 Rating EC2.** Surplus Plutonium Disposition (DOE/EIS-0283) for Siting, Construction and Operation of three facilities for Plutonium Disposition, Possible Sites Hanford, Idaho National Engineering and Environmental Laboratory, Pantex Plant and Savannah River, CA, ID, NM, SC, TX and WA.

**Summary:** EPA expressed environmental concern based on the effects on water and ecological resources and the presence of contamination in the existing environment and lack of assurance that the proposed operations would not lead to further adverse impacts.

**ERP No. D-GSA-C80004-NY Rating EC2.** Governors Island Disposition of Surplus Federal Real Property, Implementation, Upper New York Bay, NY.

**Summary:** EPA expressed environmental concerns about potentially significant indirect impacts to historic resources and air quality which could result from the implementation of this project, and that additional information (2) should be presented in the final EIS to address these concerns.

**ERP No. D-NOA-A91064-00 Rating EC1.** Atlantic Bluefish Fishery Management, Fishery Management Plan, Implementation, Nova Scotia to Florida, Northwestern Atlantic Ocean.

**Summary:** EPA expressed environmental concerns that supported the suite of management alternatives to be implemented to rebuild bluefish stocks. Reduction of fish limits per angler from ten to four/five bluefish was recommended for recreational fishing.

#### Final EISs

**ERP No. F-FAA-F51043-MN.** Dual Track Airport Planning Process,

Construction and Expansion, Minneapolis-St. Paul International Airport, Twin Cities, Hennepin and Dakota Counties, MN.

**Summary:** EPA stated that the FEIS did not provide the level of information that is necessary to fully assess all environmental impacts of the preferred alternative. EPA also expressed objections regarding segmentation of the Runway 4-22 extension project. In addition, the FEIS is lacking the following information: (1) Existing 1994 aircraft operations; (2) details supporting the "Finding of No Practicable Alternative" for wetlands loss; (3) clear distinction between impacts associated with plans for 2010 versus 2020; and (4) summaries of sub-alternatives evaluated in the previous studies.

**ERP No. F-TVA-E09801-MS.** Red Hills Power Project, Proposal to Purchase 440 megawatts (MW) of Electrical Energy, COE Section 404 Permit, Town of Ackerman, Choctaw County, MS.

**Summary:** EPA continued to have environmental concerns about the project, due to the potential impact of the proposed power plant and surface coal mining operations on environmentally sensitive sites.

Dated: September 22, 1998.

William D. Dickerson,  
Director, NEPA Compliance Division, Office of Federal Activities.  
[FR Doc. 98-25748 Filed 9-24-98; 8:45 am]  
BILLING CODE 6560-60-0

#### ENVIRONMENTAL PROTECTION AGENCY

[EPA-FRL-5485-8]

#### Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 OR (202) 564-7153.

Weekly receipt of Environmental Impact Statements

Filed September 14, 1998 Through

September 18, 1998

Pursuant to 40 CFR 1506.9,  
**EIS No. 980365, Final EIS, AFS, OR.** Christy Basin Planning Area, Implementation, Regeneration Timber Harvesting, Willamette National Forest, Oakridge Ranger District, Lane County, OR, Due: October 28, 1998, Contact: Tim Batley (541) 782-2283.

**EIS No. 980366, Draft EIS, BLM, NV.** Sonoma-Cerlach and Paradise-Denio Management Framework Plans Amendment, Implementation of Management of the Black Rock Desert,

Humboldt, Pershing and Washoe Counties, NV, Due: November 9, 1998, Contact: Gerald Moritz (702) 623-1500.

**EIS No. 980367, Draft EIS, AFS, UT.** Pine Tract Project, Implementation, Coal Lease Tract (UTU-76195); Modification to Federal Coal Lease (U-83214 Quitchupah Lease) and Permit Amendment Application to Subside Box Canyon, Manti-La Sal National Forest, Fernow/Price Ranger District, Emery and Sevier Counties, UT, Due: November 9, 1998, Contact: Liane Mattson (435) 637-2817.

**EIS No. 980368, Draft Supplement, FHW, IN.** IN-145 New Road Construction, Updated Information IN-37 and the existing IN-64 Interchange near St. Croix in Perry County to the east junction of IN-64 and IN-145 in Crawford County, IN, Due: November 18, 1998, Contact: Arthur A. Fendrick (317) 226-7475.

**EIS No. 980369, Draft EIS, BLM, AZ.** Dos Pobres/San Juan Mining Plan and Land Exchange, Implementation of two Open Pit Copper Mines and one Central Ore Facility, NPDES and COE Section 404 Permits, Graham County, AZ, Due: November 25, 1998, Contact: Tom Terry (520) 248-4400.

**EIS No. 980370, Final EIS, NOAA, AK.** Kachemak Bay National Estuarine Research Reserve (KBNERR) Management Plan, Operations and Development, Southeast, AK, Due: October 28, 1998, Contact: Jeffery R. Benoit (301) 713-3155.

**EIS No. 980371, Draft EIS, DOI, CA.** San Joaquin River Agreement Project, Implementation of the Meeting Flow Objectives for 1999-2010, Vernalis Adaptive Management Plan, San Joaquin, Stanislaus, Madera, Merced, Fresno and Tuolumne Counties, CA, Due: November 9, 1998, Contact: Michael Delamore (209) 487-5039.

**EIS No. 980372, Final EIS, FHW, IA.** US-63 Eddyville Bypass Transportation Improvements, Funding and COE Section 404 Permit, the City of Eddyville, Mahaska, Monroe and Wapello Counties, IA, Due: October 28, 1998, Contact: Bobby W. Blackmon (515) 233-7300.

**EIS No. 980373, Draft EIS, FHW, NV.** AZ, US 93 Hoover Dam Bypass Project, Construction of a New Bridge and Highway, Funding, Right-of-Way Easement, US Coast Guard, NPDES and COE Section 404 Permits, Federal Lands—Lake Mead National Recreation Area and Hoover Dam Reservation, Clark County, NV and Mohave County, AZ, Due: November 10, 1998, Contact: Mr. Terry Haussler (933) 716-2116.

**EIS No. 980374, Draft Supplement, NOAA, AK.** Groundfish Fishery of the Bering Sea and Aleutian Islands Area and Groundfish of the Gulf of Alaska, Implementation of Groundfish Total Allowable Catch Specifications and Prohibited Species Catch Limits Under the Authority of the Fishery Management Plans, AK, Due: November 9, 1998, Contact: James Balsiger (907) 588-7845.

#### Amended Notices

**EIS No. 980344, Draft Supplement, NOAA, Northeast Multispecies Fishery Management Plan, Updated Information concerning Overfishing of Red Hake and Silver Hake Fishers, Northeast United States, Due:** October 26, 1998, Contact: Kathi Rodriguez (978) 281-9300. Published FR 09-11-98, Correction to Telephone.

**EIS No. 980358, Draft EIS, USA, HI.** Schofield Barracks Wastewater Treatment Plant (WWTP), Effluent Treatment and Disposal, NPDES Permit and COE Section 404 Permit, City of County of Honolulu, Oahu, HI, Due: November 2, 1998, Contact: William Eng (703) 426-7078. Published FR-09-18-98—Due Date didn't show up Previous Federal Register.

Dated: September 22, 1998.

William D. Dickerson,  
Director, NEPA Compliance Division, Office of Federal Activities.  
[FR Doc. 98-25749 Filed 9-24-98; 8:45 am]  
BILLING CODE 6560-60-0

#### ENVIRONMENTAL PROTECTION AGENCY

[FRL-6167-3]

#### Common Sense Initiative Council, (CSIC)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notification of Public Advisory CSI Printing Sector Subcommittee and CSI Council Meetings: open meetings.

**SUMMARY:** Pursuant to the Federal Advisory Committee Act, Public Law 92-463, notice is hereby given that the Printing Sector Subcommittee and the CSI Council will meet on the dates and times described below. Both meetings are open to the public. Seating at both meetings will be a first-come basis and limited time will be provided for public comment. For further information concerning specific meetings, please contact the individuals listed with the two announcements below.

#### (1) Printing Sector Subcommittee Meeting—October 14, 1998

Notice is hereby given that the Environmental Protection Agency will hold an open meeting of the CSI Printing Sector Subcommittee on October 14, 1998. Workgroup meetings will be held on October 13 from 9:00 a.m. EST until 5:30 p.m. EST and on October 14 from 8:00 a.m. EST until 12:00 p.m. EST. The Subcommittee meeting will be held on October 14 from 1:00 p.m. EST until 4:30 p.m. EST. The meetings will be held at the Doubletree Hotel Park Terrace on Embassy Row located at 1515 Rhode Island Avenue, NW in Washington, D.C.

The purpose of the meeting will be for the New York City Education Project team to present their plan for concluding the New York City Education Project and the PrintSTEP project team will present the implementation plan for the state grant program. A formal agenda will be available at the meeting.

For further information concerning meeting times and agenda of this Printing Sector Subcommittee meeting, please contact Gina Bushong, Designated Federal Officer (DFO), at EPA by telephone on (202) 564-2242 in Washington, D.C., by fax on (202) 564-0009, or by E-mail at bushong.gina@epa.gov.

#### (2) Common Sense Initiative Council Meeting—October 15, 1998

The CSI Council will meet on Thursday, October 15, 1998, in the Horizon Ballroom of the Ronald Reagan International Trade Center, 1300 Pennsylvania Ave., N.W. Washington, D.C. The meeting will be held from 8:30 a.m. EST to 5:00 p.m. EST. The telephone number is (202) 312-1300.

The agenda will include discussion of four action plans concerning the sector-based approach to environmental protection, stakeholder involvement, data quality, and data gaps. The Council will also consider two recommendations from the Computers and Electronics Sector Subcommittee regarding the Consolidated Uniform Report on the Environment (CURE), and a performance track program.

Furthermore, it will be announced that the General Services Administration has extended the CSI Council's Federal Advisory Committee charter for four months until February 17, 1999. The final meeting of the CSI Council is tentatively scheduled for December 1998.

For further information concerning this Common Sense Initiative Council meeting, contact Kathleen Bailey.

Figure 2-1  
Notice of Availability

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sheet, providing oral comments to a court reporter (one court reporter at the Kingman and Las Vegas hearings, two court reporters at the Boulder City hearing), mailing written comments, or using the online comment system through the project website. Approximately 55, 145, and 50 people were in attendance at Kingman, Boulder City, and Las Vegas, respectively. The transcript from the court reporter(s) at each meeting is included in Chapter 2.

The following items were on display at each of the three meetings:

- Project schedule
- Summary table of potential environmental impacts for all four alternatives (including No Build)
- Summary table of engineering and construction features of the three alignments
- Aerial photograph of the project area showing the three alignments
- Topography map with the three alignments
- Plan and profile of the three alignments
- Bridge-type simulation(s) and highlights for the three alternatives
- Videotape describing the project and the three alignments
- Computer demonstration of the online DEIS and commenting system

## 2-1.6 Comments on the DEIS

Approximately 142 commenters from government agencies, organizations, and members of the general public provided input on the DEIS before the close of the comment period on November 10, 1998. Another 14 commenters from organizations and members of the public provided written statements after the close of the comment period, making a total of 156 commenters on the DEIS. Out of this total, 60 comment letters and e-mails were received on the DEIS. Of the correspondence received, 15 letters were from government agencies; 11 were from organizations; and 34 letters and e-mails were from the general public. Some of the comments from the general public were submitted via e-mail directly to the lead agency or through the project website. In addition, 38 people provided oral comments to the court reporters at the 3 public hearings, and an additional 58 people submitted comment sheets during or after the public hearings. Table 2-1-1 provides an index of the agencies, organizations, and individuals that submitted written or oral comments on the DEIS. Table 2-1-2 provides a detailed summary of all substantive comments on social, economic, environmental, and engineering issues on the DEIS, both from the public hearings and those received through direct mail and e-mail. Chapter 2 contains the responses to comments, discusses the consideration given to any substantive issues raised, and provides supporting information.

**TABLE 2-1-1**  
**Index of Comment Letters on the DEIS**

<b>Comment Number</b>	<b>Commenter</b>
<b>A. AGENCIES</b>	
A1	Arizona Game and Fish Department (AGFD)
A2	Nevada Health Division, via the Nevada Department of Administration
A3	United States (U.S.) Department of the Interior (DOI)
A4	U.S. Department of the Army, Corps of Engineers (ACOE) (11/12/98)
A5	ACOE (12/8/98)
A6	U.S. Environmental Protection Agency (EPA)
A7	Nevada Department of Museums, Library, and Arts – State Historic Preservation Office (SHPO)
A8	Nevada Natural Heritage Program, via the Nevada Department of Administration
A9	Divisions of State Lands, Health, and Environmental Protection, via the Nevada Department of Administration
A10	Nevada Department of Human Resources, Health Division
A11	Nevada Department of Conservation and Natural Resources, Division of Environmental Protection
A12	Mohave County Public Land Use Committee
A13	Arizona Department of Environmental Quality
A14	Western Area Power Administration (WAPA), from Jim Hartzell
A15	WAPA, from John Bridges
<b>B. ORGANIZATIONS</b>	
B1	Sierra Club, Toiyabe Chapter
B2	Arizona Motor Transport Association
B3	Nevada Motor Transport Association, Inc.
B4	Pahrump Paiute Tribe
B5	Las Vegas Paiute Tribe
B6	Las Vegas Indian Center, Inc. (1/7/99)
B7	Colorado River Indian Tribes
B8	Kaibab Band of Paiute Indians
B9	Las Vegas Indian Center, Inc. (2/10/99)
B10	American Indian Chamber of Commerce of Nevada (2/17/99)
B11	American Indian Chamber of Commerce of Nevada (4/14/99)
B12	Ahamakav Cultural Society
<b>C. GENERAL PUBLIC</b>	
C1	Adams, Theresa A.
C2	Berdine, V. M.
C3	Bravo, Richard J.
C4	Brose, Robert C.



**TABLE 2-1-1**  
**Index of Comment Letters on the DEIS**

<b>Comment Number</b>	<b>Commenter</b>
C5	Burdette, Buck
C6	Byford, Betty
C7	Campbell, Greg (with attachment dated 10/12/98)
C8	Campbell, Greg and Signatories (10/28/98)
C9	Christensen, Nick
C10	Clark, Dennis
C11	Easley, Karl C.
C12	Fraga, Roland M.
C13	Hansen, Hank
C14	Heidel, Raymond
C15	Lasko, Fred J.
C16	Leavitt, D. Henry
C17	Laune, Larry
C18	Lee, Ingrid
C19	Lewis, Patti
C20	McDonald, Patricia E., Alan C., and George D.
C21	Murray, Russell
C22	Partain, J. B.
C23	Rementería d. Cosío, Jon Alford
C24	Siccardi, A. Joseph
C25	Stewart, Mickey
C26	Sturgill, Warren
C27	VandeBerg, Russel
C28	Wilson, Katheryn and Alonzo M.
C29	Wilson, Fred
C30	Rosen, Mark
C31	Beymer, Easton
C32	Beymer, Easton
C33	Christensen, Peter
C34	Ensign, Frank E.
<b>D. PUBLIC HEARING TRANSCRIPTS</b>	
D1	Kniffen, Robert Earl
D2	Shull, Charles
D3	Hums, JoElla
D4	Tester, Patricia
D5	Elters, Sam
D6	Jenkins, Frank

**TABLE 2-1-1****Index of Comment Letters on the DEIS**

<b>Comment Number</b>	<b>Commenter</b>
D7	Morrisette, Elaine
D8	Morrisette, Robert
D9	Castillo, Larry
D10	McFerrin, Edith
D11	McFerrin, James
D12	Works, Don
D13	Benton, Richard L.
D14	Hughes, Ralph L.
D15	Shannon, Robert
D16	Stuckey, Wade
D17	Uehling, Ed
D18	Anonymous
D19	Berman, Mrs.
D20	Vandeberg, Russell
D21	Anonymous
D22	Floyd, John
D23	Adams, Thomas W.
D24	Lee, Jones
D25	Zimmer, Ed
D26	Rementeria, John
D27	Thompson, Larry
D28	Spurlock, Robert
D29	Burger, Sue
D30	Blackwell, Charlene
D31	Whelan, Tom
D32	Hordan, Bill
D33	Cody, Georgi
D34	Pollock, Doug
D35	Anonymous
D36	Quinn, Pat
D37	Hughes, Nicholas M.
D38	Lachase, Dennis

**E. COMMENT SHEETS RECEIVED DURING OR AFTER THE PUBLIC HEARING**

E1	Agnew, John H.
E2	Anderson, Carol S.
E3	Andersen, Giles C.
E4	Austin, Robert D.

**TABLE 2-1-1**  
**Index of Comment Letters on the DEIS**

<b>Comment Number</b>	<b>Commenter</b>
E5	Benton, R. L.
E6	Blakesley, Leonard E., Jr.
E7	Blockley, Marge
E8	Blockley, W. (illegible)
E9	Bolton, Paul
E10	Brandhagen, Layne; Kimley Horn and Associates
E11	Bravo, Richard J.
E12	Cannon, Jerry
E13	Carlton, Gregory
E14	Cooper, Donald K.
E15	Denison, Andrew N.
E16	Doty, Jack and Marilyn
E17	Edwards, William
E18	Fagg, Darrell
E19	Fitzgibbons, Bobbye
E20	Fitzgibbons, Pat
E21	Gibson, Dan
E22	Glynn, Jennifer
E23	Gomez, William
E24	Huffman, Robert
E25	Hughes, Ralph L.
E26	Hughes, Rhea Renee
E27	Ishiki, James
E28	Keller, Lily
E29	Keller, Ronald W.
E30	Kinn, Rebecca
E31	Kos, L. H.
E32	Kostner, Mark
E33	Kuster, Jack
E34	Laughlin, Don
E35	Lienhard, Reagan
E36	Lindberg, Carl W.
E37	McCormick, Paul
E38	Miller, Byron L.
E39	Miller, Pat and Ray
E40	Moe, John
E41	Morrisette, Robert B.

**TABLE 2-1-1**  
Index of Comment Letters on the DEIS

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Comment Number	Commenter
E42	Nielsen, J. D.
E43	Olbert, Bradford D.
E44	Perry, Ronald
E45	Prather, Roger
E46	Quinn, George
E47	Rementeria, John
E48	Shannon, John H.
E49	Shannon, Robert
E50	Sorensen, Lou
E51	Strange, Richard
E52	Stuckey, Wade
E53	Tester, Patricia
E54	Thompson, Dorothy S.
E55	Tomlinson, Michael
E56	W., Russell (illegible)
E57	Wiens, Ed
E58	Wilkerson, Mark

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**TABLE 2-1-2**  
**U.S. 93 Hoover Dam Bypass Draft EIS**  
**Summary of Comments**

Code	Commenter	Date	Comment
<b>GOVERNMENT AGENCIES</b>			
A1-1	AGFD	10-Nov-98	Sugarloaf, with the proposed mitigation, has least impact.
A1-2			Initial mitigation measures appear suitable. AGFD wants to be involved in all future aspects of fish and wildlife mitigation in Arizona.
A1-3			Recommends monitoring of peregrine falcons before, during, and after construction.
A1-4			Section 3.3.3.1. AGFD monitoring of peregrine falcons no longer continues. AGFD supports monitoring, but funding would need to be identified.
A1-5			Recommend no blasting or excavation activities conducted during the breeding season (March through July) within 1 mile of breeding territories; 0.5 mile is not adequate.
A1-6			Sheep mitigation appears adequate. AGFD interested in monitoring the effectiveness of underpasses and overpasses for bighorn sheep. Additional mitigation should include speed reductions within 2 miles of bridge and signage warning motorists of wildlife in area. Want to be involved in all aspects of mitigation related to bighorn sheep.
A1-7			Measures to protect water resources appear adequate. Stormwater and chemical spill basins should be covered and fenced to reduce the likelihood of wildlife contact with contaminated water sources.
A1-8			Recommend, where feasible, efforts to incorporate bat-friendly structures within bridge design.
A1-9			Table 3-14 – Reword EIS to state that impacts to Peregrine falcons are possible without mitigation.
A1-10			Table 3-12 – Revise EIS to include status symbol ASC for Las Vegas bear paw poppy and bicolored penstemon. Other status changes required for Peregrine falcon, banded Gila monster, desert bighorn sheep, and bat species.
A2-1	Nevada Department of Administration	02-Nov-98	<i>Duplicate of November 2, 1998, letter from Nevada Department of Human Resources, Health Division (see A10-1)</i>
A2-2			<i>Duplicate of November 2, 1998, letter from Nevada Department of Human Resources, Health Division (see A10-2)</i>
A3-1	DOI	04-Nov-98	Concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. Concur with proposed mitigation measures to minimize Section 4(f) impacts.
A3-2			Stated that "proactive tribal consultations" have been undertaken for the project. They note it appears Sugarloaf will have the least environmental impact to Lake Mead National Recreation Area (LMNRA); however, the National Park Service (NPS) will not identify a Preferred Alternative until all processes, including the Traditional Cultural Properties (TCP), have been finalized.
A3-3			DOI has no objection to Section 4(f) approval provided that the Preferred Alternative and mitigation measures to Section 4(f) resources are coordinated with and approved by NPS.
A4-1	ACOE	12-Nov-98	Project includes alternatives that would fill in wetlands or waters of the U.S. Every effort should be made to avoid this. If no practicable alternatives, mitigation plans should be developed to compensate for losses.

**TABLE 2-1-2**  
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Code	Commenter	Date	Comment
A4-2			ACOE concurs with Purpose and Need of the DEIS as meeting 404(b)(1) guidelines.
A4-3			All comments provided in review of the DEIS at the interagency coordination meetings have been fully addressed.
A5-1			Verifies the project's Section 404 jurisdictional delineation and concurs that the project does not contain any wetlands, but does contain other waters of the U.S.
A5-2	ACOE	08-Dec-98	A Section 404 permit will be required prior to discharging dredged or fill materials into waters of the U.S.
A5-3			This verification is valid for 5 years unless new information warrants revision of this determination before the expiration date.
A6-1			This document was rated as Category EC-2, Environmental Concerns, Insufficient Information. This rating is primarily based on concerns regarding cumulative effects, indirect impacts, impacts from excavation and erosion and runoff, encountering hazardous materials, and recreational impacts. Overall, the document was well written and concise. The Purpose and Need should be used as a model of a clear statement, containing the appropriate amount of supporting documentation.
A6-2	EPA	No date	Indirect Impacts – Unclear regarding possibility of relocating power lines and utilities. No discussion or disclosure of the degree and effect of impacts. Recommend final EIS (FEIS) discuss impacts of relocations (grading, erosion, habitats, etc.).
A6-3			Cumulative Impacts – Discussion is too vague to clearly have an understanding of past, present, and future effects. Must discuss long-term impacts on water quality and wetlands, fish species, etc.
A6-4			Cumulative Impacts – Discussion too focused on highway projects and roadway programs. Needs to discuss any action regardless of agency or person. Needs to indicate what has been ongoing that may be minor in nature but continues to have an effect on the environment. What are Bureau of Reclamation (Reclamation) and NPS management practices in the area?
A6-5			Cumulative Impacts – Document relies too heavily on the fact that the individual projects' mitigation will minimize the cumulative effect. EPA doesn't believe this to be true. Analyze in terms of resources, ecosystems, and societal values affected (e.g., desert tortoise, sheep habitat, dry washes, and cultural properties). Convene a meeting of other resource agencies, Reclamation, and NPS – EPA will assist.
A6-6			Avoidance of water resources is an imperative. There was no discussion of wildlife water sources (i.e., sewage ponds) removed or relocated. Must be in FEIS.
A6-7			Needs details regarding proposed National Pollution Discharge Elimination System (NPDES) Best Management Practices (BMPs) for construction and operation of the Preferred Alternative. Discuss water quality standards for the receiving waters.
A6-8			Data regarding extent of contaminated sites not presented. Include information regarding the types of contamination and level to which areas may be contaminated. Identify potential risks, costs, and procedures required.
A6-9			FEIS must identify that Resource Conservation and Recovery Act (RCRA) and associated state hazardous waste disposal requirements apply to this project and how hazardous material will be handled and treated if encountered. Discuss preconstruction soil sampling, extraction, handling, transport, haul route, onsite treatment, disposal, Occupational Safety and Health Administration (OSHA) health and safety.

**TABLE 2-1-2**  
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A6-10			Disclose if there would be airborne concentrations of the hazardous materials found in the soils and which measures would be used to control them.
A6-11			Mitigation measures for hazardous materials on Page 3-113 seem more appropriate for energy. Include recommended hazardous material mitigation here.
A6-12			Recreational Opportunities – Concerned that there is no discussion of traffic operations on the remaining U.S. 93 and Hoover Dam, and enhanced recreational opportunities with the bypass. Federal Highway Administration (FHWA) and NPS should discuss; disclose in FEIS.
A7-1	Nevada SHPO	09-Nov-98	The unevaluated TCPs that might exist within the area of potential effect (APE) should be addressed. Table on Page ES-5 should include effects to these properties. Statement might read: "Potential <u>effect</u> to 4 (5) historic features eligible for or listed in the National Register. Potential effect to unevaluated Traditional Cultural Properties."
A7-2			Table ES-3 – Include potential effects to the unevaluated TCPs. If found eligible, an adverse effect would require a memorandum of agreement (MOA) regardless of the alternative. Revise EIS table.
A7-3			Table ES-3 – Include discussion of the unevaluated TCP in the discussion of Land Use/Section 4(f) Effects under all three alternatives.
A7-4			Consultation with SHPO, and possibly the Keeper of the Register, has not been conducted regarding TCP eligibility. Section 3.5.1 should reflect this.
A8-1	Nevada Natural Heritage Program	25-Sep-98	Final Environmental Assessment (EA) should analyze the potential effects of alternatives on the introduction and/or spread of invasive, noxious, and other undesirable weed species, and incorporate monitoring and control measures.
A9-1	Nevada Division of State Lands	25-Sep-98	An easement from the Nevada Division of State Lands for encroachment into the Colorado River will be required before construction.
A10-1	Nevada Department of Human Resources, Health Division	02-Nov-98	Finds the Sugarloaf and Gold Strike Alternatives acceptable without comment. Has concerns with the Promontory Point Alternative.
A10-2			Concerns that spills into lake would contaminate Lake Mead's public water system, which draws its drinking water at the dam.
A11-1	Nevada Division of Environmental Protection	19-Oct-98	NPDES permit will be required for rolling stock. Extensive erosion control measures will be required. Revegetation of the disturbed sites after completion will be required. Water quality monitoring will depend on site option chosen. (Nevada State Clearinghouse July 1, 1998, Guidelines for Revegetation enclosed.)
A12-1	Mohave County Public Land Use Committee	05-Nov-98	Regrets dismissal of alternatives that would have diverted truck and commercial traffic around Boulder City, Nevada. Noted same risks of accidents involving trucks carrying flammable and hazardous loads exists with passage through the city.
A12-2			Recommends adoption of Sugarloaf Alternative with steel arch bridge based on: steel deck arch bridge more seismically flexible, least cost, least desert tortoise impact, least acres of desert bighorn sheep habitat, visually superior to Promontory Point, and inaccessible views of dam from downstream bridge for traffic safety.

**TABLE 2-1-2**  
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<b>Code</b>	<b>Commenter</b>	<b>Date</b>	<b>Comment</b>
A13-1	Arizona Department of Environmental Quality (ADEQ)	05-Nov-98	Lake Mead watershed indicators suggest that stressors include turbidity, which could be exacerbated by construction activities.
A13-2			No Build would require steep approach with many switchbacks. Build alternatives will require new bridge. Risk of accidents reduced thereby.
A13-3			Build alternatives would affect 143 acres of land and habitat resulting in water quality impacts. Two alternatives would require characterization and possible mitigation of hazardous waste sites. Options for mitigating habitat are provided in EIS but cannot be fully evaluated until Preferred Alternative selected and specific plans developed.
A13-4			The Management Agency or Owner/Operator should oversee construction to ensure that discharges to waters of the state/U.S. meet all standards.
A13-5			BMPs should be implemented during and after construction to protect watershed and riparian areas, maintain vegetative cover, and minimize harmful discharges into waters of state/U.S.
A13-6			BMPs should be implemented for mechanical equipment to minimize ground disturbance.
A13-7			Monitoring program should be implemented to evaluate effectiveness of watershed BMPs.
A13-8			Portable sources of air pollution (e.g., rock, sand, gravel, and asphaltic concrete plants) must be permitted by ADEQ. Contractors and subcontractors must comply.
A13-9			Management Agency and/or Owner/Operator should be knowledgeable of waste streams, permits, and hazardous materials handling and offsite destination.
A13-10			Water supply systems shall be developed to comply with rules.
A13-11			Underground storage tanks (USTs) must be registered with ADEQ.
A13-12			Solid wastes shall be transported to an ADEQ-approved facility. Waste stored, treated, or disposed of on site may require facility approval.
A13-13			Sewage facilities for human waste shall be planned and developed to ensure protection of water resources. An Aquifer Protection Permit (APP) may be required.
A13-14			Sanitary waste facilities provided during construction shall protect water resources.
A13-15			An APP may be required.
A13-16			A NPDES permit is required for ground disturbing activities exceeding 5 acres.
A13-17			A Section 404 permit may be required. A Section 401 Certification may be required from ADEQ.
A13-18			Prescribed burns and resulting air quality issues must be addressed and a permit may be required.



**TABLE 2-1-2**  
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A13-19			Water quality standards must be complied with. Contact ADEQ for a copy.
A14-1	WAPA, Desert Southwest Customer Service Region	10-Nov-98	Concerned that not contacted sooner. WAPA not invited to participate in the drafting process. As owner of affected electrical facilities, has helpful input.
A14-2			All Department of Energy (DOE) WAPA environmental requirements should be addressed in this EIS so WAPA doesn't have to prepare a new document for construction on power systems.
A14-3			Promontory Point – Route crosses two WAPA transmission lines just east of Gold Strike Casino. Blasting in this area is a concern. Construction near 230-kilovolt (kV) lines is a potential safety concern. Western inspectors will need to be on the job site near transmission lines. Movement of structures or lines will require right-of-way (ROW) issues to be addressed and cleared.
A14-4			Promontory Point – Road will affect two structures. They may need to be replaced if clearance above the roadway is inadequate.
A14-5			Promontory Point – Additional structures may need to be replaced where the road crosses the lines again near the warehouse to allow adequate clearing. Line may need to be relocated.
A14-6			Promontory Point – Northeast of the warehouse, the road crosses under two more 230-kV lines and a 69-kV line that provides emergency service to Kingman. Clearance is of concern.
A14-7			Promontory Point – Road cuts right through the abandoned 69-kV switchyard. Structures in this vicinity are used with the line.
A14-8			Promontory Point – Before crossing the lake, north of dam, road again crosses 69-kV line.
A14-9			Promontory Point, DEIS Page 3-109 – Though switchyard is abandoned, there is a 69-kV line that is still used as an emergency feed to Arizona cities between the dam and Kingman. Transmission structures near the yard are part of the line.
A14-10			Promontory Point, DEIS Page 3-115 – Add text stating outages on lines for highway construction may be limited only to certain times of the year, or the day, based on customer needs.
A14-11			Sugarloaf Mountain – Same comment as A14-3.
A14-12			Sugarloaf Mountain – Same comment as A14-4.
A14-13			Sugarloaf Mountain – Same comment as A14-5.
A14-14			Sugarloaf Mountain – Northeast of the warehouse, the alignment curves southeasterly and could impact up to five transmission structures associated with three 230-kV lines. New structures and alignments may be needed for clearance.
A14-15			Sugarloaf Mountain – Further southeast it crosses six additional lines. New structures may be required for clearance.
A14-16			Sugarloaf Mountain – Road cuts across southwest corner of the Hoover Arizona/Nevada 230-kV switchyard. May have to relocate switchyard, relocate lines to the north, and modify the lines leaving the existing yard. May impact several acres of new ground.

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A14-17			Sugarloaf Mountain, DEIS Page 3-50 – DEIS incorrectly states the switchyard would be "indirectly affected." Rather, it will probably require demolishing existing yard and building a new switchyard.
A14-18			Sugarloaf Mountain, DEIS Page 3-115 – WAPA doubts DEIS statement that Sugarloaf will only relocate four towers. Mitigation for the switchyard is required. The two circuits spanning the river cannot just be removed, but must be relocated or replaced with new structures in a new location. This will require double circuiting and temporary lines and structures for relocation of the switchyard to minimize outages.
A14-19			Sugarloaf Mountain – Power outages will be required during construction of any facilities, and there are potential related revenue losses. Outages may be permissible at certain times of the year without penalty due to other scheduled maintenance activities.
A14-20			Sugarloaf Mountain – Rough cost estimate for potential transmission and switchyard construction would be \$7 to \$10 million, not including any potential loss of revenue costs.
A14-21			Gold Strike Canyon – Just east of the Gold Strike Casino, the route crosses six WAPA transmission lines and has three bridges very close to existing structures. Also see comments A14-3 and A14-11.
A14-22			Gold Strike Canyon – Same comment as A14-4 and A14-12.
A14-23			Gold Strike Canyon, DEIS Page 3-116 – Clearance above the road grade is a potential concern. 6-12 structures could be affected and may need to be replaced with taller structures.
A14-24			Gold Strike Canyon – Gold Strike is the best alternative from an electrical power transmission standpoint. There would be minimal tower relocations and outages and minimized revenue losses. It would also be less affected by time of year for construction.
A15-1	Bridges, John M. (from WAPA in Golden, CO)	10-Nov-98	Commenter believes it is important to get in touch with WAPA engineers in Phoenix, Arizona.
A15-2			DEIS Pages 3-115 to 3-116 – Must contact Western's Assistant Regional Manager for Power System Maintenance and the Environmental Manager. The discussion of relocation and removal of electric transmission facilities has not been adequately addressed. WAPA was not asked to be a cooperating agency, and unless there is future coordination, the project may be delayed.
A15-3			The relocation of several lattice steel towers will be needed to construct any alternative. This will require power outages on customer lines, which cannot be permitted at certain times of the year.
A15-4			DEIS Chapter 5 – There is no discussion of cumulative Impacts relating to relocating transmission lines associated with the construction of the new highway.
ORGANIZATIONS			
B1-1	Sierra Club, Toiyabe Chapter	04-Nov-98	Would like their comments to be included in the public record.
B1-2			Believe the scope of the project is grossly inadequate. Disagree that the project can stand alone without regard to adjacent U.S. 93 projects. Adjacent projects are driven by the proposed traffic improvements over the bridge. Will result in Kingman-to-Henderson U.S. 93 improved to interstate freeway standards. As a result, public will be inadequately forewarned of project Impacts until too late.

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B1-3			On Arizona side, needs more discussion of impacts through NPS land and associated bighorn sheep and desert tortoise habitats. How will frontage roads and highway ramps serving recreational access roads be designed and what will be impacts? How will these add to cost of the entire U.S. 93 Kingman-to-Henderson program?
B1-4			On the Nevada side, any bypass bridge will result in Boulder City acquiring a freeway within its borders with resulting impacts. The city needs to know about the impacts.
B1-5			Believe that the scope needs to be expanded to include the entire U.S. 93 Kingman-to-Henderson highway improvements, including a route via Arizona Route 68/Nevada Route 163/U.S. 95, the Laughlin-Bullhead City Alternative (LBA). This was given only cursory analysis in DEIS but needs more for valid comparisons.
B1-6			The EIS needs to include a cost comparison between the entire U.S. 93 Kingman-to-Henderson improvements and the LBA – comparison to the bridge only is invalid. This comparison would show the U.S. 93 Kingman-to-Henderson improvements as more costly to build.
B1-7			Analysis of LBA needs to include economic benefits to communities versus higher costs to motorists from longer route. Long-term economic considerations for communities are as worthy of analysis as costs to truckers.
B1-8			The LBA avoids environmental impacts of a U.S. 93 Freeway in Arizona. Selection of the LBA should improve environmental conditions on both sides of the dam for at least some years to come, although future improvements may be needed.
B1-9			The Gold Strike Alternative impairs the canyon and hiking trail. The Sugarloaf Alternative would impact the views from the dam. Promontory Point has the least visual impacts. In comparison, the LBA's low bridge near Laughlin has less visual impact.
B1-10			Analysis of the LBA's impact on desert tortoise would show a positive effect, with fencing along the freeway and limited access. Bighorn sheep would be little affected along the route of this alternative.
B1-11			Recreational access points to BLM and NPS lands on the west side of Lake Mohave would be fewer and more spread out, thus less environmentally damaging than off of a U.S. 93 Kingman-to-Henderson freeway.
B1-12			The LBA would be less visually obtrusive and more attractive for motorists.
B1-13			Problems with 4(f) rationale. 15-mile U.S. 93 Kingman-to-Henderson freeway in LMNRA would have much greater 4(f) impact.
B1-14			Diversion of commercial trucks and motorists from the LBA to the dam crossing could be avoided by charging a toll to cross the dam, thereby meeting the goal of reducing accidents and congestion on the dam. Suggests various toll strategies.
B1-15			Should be feasible to redirect the U.S. 93/North American Free Trade Agreement (NAFTA) Kingman-to-Henderson segment to follow the LBA with little overall impact.
B1-16			Some points raised during scoping were not addressed: 1) relative bridge and highway maintenance costs and toll costs; 2) relative time/distance risks for water polluting accidents on U.S. 93 versus LBA bridges; and 3) relative project completion times and effects on congestion relief.

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<b>Code</b>	<b>Commenter</b>	<b>Date</b>	<b>Comment</b>
B1-17			Summary of major comments.
B1-18			Believe the DEIS should be reissued for public comment reflecting the expanded scope and analysis of both the LBA and U.S. 93 Kingman-to-Henderson freeway.
B2-1	Arizona Motor Transport Association	03-Nov-98	Attached Resolution passed by executive committee and board of directors. Make it a part of the public record.
B2-2			Resolution states that the Hoover Dam Bypass Project is designed to resolve the mobility and safety problems of the current location of U.S. 93.
B2-3			Resolves that the project is primarily a federal responsibility and should not compete for funding with other state projects, and that the future costs should come from the "National Corridor and Development Program" and the "Federal Lands Highway Program" funds.
B3-1	Nevada Motor Transport Association	15-Oct-98	Believes that the three Build Alternatives are viable options. No Build is unacceptable.
B3-2			Supports rejecting the LBA due to the high costs of diverting traffic 23 miles, road safety concerns, and lack of congestion relief at the dam.
B3-3			Supports the Sugarloaf Mountain Alternative to be the most attractive of the three Build Alternatives for its road geometrics, cost, noise effects, etc.
B3-4			HOOVER DAM BYPASS RESOLUTION is adopted by the Nevada Transport Association; Resolution supports the advancement of the Hoover Dam Bypass as a Federal High Priority Project.
B4-1	Arnold, Richard – Chairman, Pahrump Paiute Tribe	06-Jan-99	Regrets selection of Sugarloaf Alternative. Elders spoke about importance of the cultural landscape and the adverse impacts to Sugarloaf Mountain, known as the "healing mountain" among Southern Paiutes.
B4-2			Area should have been considered as a cultural landscape under Bulletin 30 or Bulletin 38. There was disregard for evaluating impacts to access rights under Executive Order (EO) 13007.
B5-1	Anderson, Curtis – Chairman, Las Vegas Paiute Tribe	12-Jan-99	Regrets selection of Sugarloaf Alternative. It contains numerous resources making it eligible as a sacred site and TCP. This area is known as a healing spot that falls within an important cultural landscape.
B5-2			Decision didn't consider nomination for the cultural landscape under Bulletin 30, nor was Sugarloaf considered for nomination as a TCP under Bulletin 38. Tribe did not see any assessment evaluating impacts to rights of access under EO 13007.
B6-1	Cloquet, Don – Board of Directors, Las Vegas Indian Center, Inc.	07-Jan-99	Sugarloaf Mountain area is considered a very spiritual place. Considering Sugarloaf the preferred route would be a mistake.
B6-2			There was disregard for Indian opinions and a failure to nominate Sugarloaf Mountain as a cultural landscape and a TCP, per the National Historic Preservation Act (NHPA).
B7-1	Eddy, Daniel – Chairman, Colorado River Indian Tribes	14-Jan-99	Concern regarding choice of Sugarloaf Mountain Alternative, the importance of preserving Sugarloaf Mountain, and its nomination as a TCP under the NHPA. In past, native people have inhabited the whole Colorado River corridor and are yet familiar with ancestral ties to significant sites.

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B7-2			EO 10037 requires access to such sites and preservation of such sites through formal recommendations and ethnographical studies. These measures need to be adhered to for complete consultation requirements to be met.
B7-3			FHWA needs to re-evaluate Sugarloaf alignment decision and request continued consultation to develop a consensus regarding compliance.
B8-1	Bradley, Carmen M. – Chairperson, Kaibab Band of Paiute Indians	21-Jan-99	Sugarloaf Mountain is looked upon as a sacred entity. It should not be impacted by traffic, noise, etc. Consideration for the site as a TCP hasn't been given. What actions have been completed for meeting the NHPA, EO 13007, and Bulletin 38 Guidelines?
B9-1	Arnold, Richard W. – Executive Director, Las Vegas Indian Center	10-Feb-99	The Sugarloaf Alternative will significantly impact a sensitive site that has immense cultural implications. There appears to be adequate information to designate Sugarloaf Mountain as both a sacred site and a TCP under Bulletin 38. These guidelines should not be interpreted as limiting the size of area, but to identify a well-defined unit that can be clearly substantiated.
B9-2			Requests a copy of correspondence with Fort Mojave Tribe in Needles documenting their decision not to participate. FHWA's efforts to consult with the Fort Mojave tribe should satisfactorily address any future concerns.
B10-1	Morales, Larry – President, American Indian Chamber of Commerce of Nevada	17-Feb-99	Oppose construction of roads and bridges on sacred Indian ground.
B10-2			Recommend allowing only automobile traffic on Highway 93 and routing truck traffic through Searchlight via Highway 95 and I-40. Widen Highway 95 between Interstate and Highway 93 to four lanes or six lanes. This avoids impacting sacred sites, takes trucks off dam, and decreases nontourist automobile traffic over dam and through Boulder City.
B10-3			Understand approximately \$2.5 million of Bureau of Indian Affairs (BIA) funds were used for study of bridge alternatives. If true, these funds should be restored to BIA, as they are for benefit of American Indians.
B10-4			Recommend an addendum to bridge study addressing: alternative route for cost comparison; cost of destruction of sacred Indian land; cost of improving roads on either side of the dam; and the hidden costs that are a potential threat to Boulder City, LMNRA, and the Indian community.
B11-1	Simecka, Karl D. – President, American Indian Chamber of Commerce of Nevada	14-Apr-99	It appears lead agency has done a very thorough study and has minimized adverse impact to the environment and culture. Pleased lead agency has consulted many tribes or tribal organizations and is continuing to do so in an effort to minimize construction on sacred Indian ground.
B12-1	Butler, Elda – Director, Ahamakav Cultural Society	26-Apr-99	Concern about possible negative impact on future burial sites. Are aware that human remains and associated funerary objects have been unearthed at Willow Beach and nearby locations.
B12-2			Mojave People of the lower Colorado River began their existence in the Black Canyon/Spirit Mountain locale, evidenced by caves, rock shelters, petroglyphs, and trails. These traditional lands extend to present Blythe, California.
B12-3			Urge compliance with P.L. 106 for divulgence of burial sites and treatment of any burial remains.

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B12-4			Concern for endangered wildlife species in the project area, namely the tortoise and eagle. What protection measures would be provided? Would future removal to other sites be considered?
B12-5			Regardless of the route and bridge site, TCPs will be affected to some degree.
			WRITTEN PUBLIC COMMENTS (LETTERS & E-MAIL)
C1-1	Adams, Theresa A.	28-Sep-99 (sic)	In favor of Sugarloaf Alternative, despite disruption to Bighorn sheep lambing grounds and loss of desert tortoise habitat.
C1-2			Keep us on your mailing list.
C2-1	Berdine, V. M.	14-Oct-98	Project should be built as soon as possible in order to avoid an accident closing down the highway over the dam.
C3-1	Bravo, Richard J.	25-Oct-98	Keep the highway and bridge away from Gold Strike Canyon.
C3-2			Southern California should be involved in paying for this project, since they benefit from the dam. No Build has high risk of major truck accident and radioactive spill.
C3-3			Opposed to toll crossing, since faster north-south transit and protection of dam benefits all, and all should share in the cost. Also, it is a mistake to discourage use of the new bridge by applying a fee only to commercial vehicles.
C3-4			Is there a schedule for the completion of the Nevada Department of Transportation (NDOT)/Arizona Department of Transportation (ADOT) "financing study" and for the solicitation of public input?
C3-5			Assumes NPS opposes the Gold Strike Canyon Alternative – and agrees.
C3-6			Disagrees with the length of Lake Mead shoreline as stated in the DEIS.
C3-7			Commenter attached a detailed list of reasons to discontinue consideration of the Gold Strike Canyon Alternative. List cites statistics derived directly from the DEIS.
C4-1	Brose, Robert C.	07-Nov-98	Disappointed that DEIS did not address crossing near Willow Beach. Considers this a fatal flaw in the document.
C4-2			Does not agree that 4(f) prohibitions eliminate the Willow Beach alternative, since other alternatives also have 4(f) impacts. Need to consider qualitative differences.
C4-3			Statement that the proposed alternatives are less expensive is unsupported. Willow Beach is 2 to 3 miles shorter, which amounts to significant time savings, and reduced maintenance costs and emissions.
C4-4			It may be that an equal analysis of Willow Beach will show It is not viable, but it should be presented in the EIS for the benefit of decisionmakers.
C4-5			Bothered by the format of the "public meeting." The format precluded any public discussion, and the format may not meet the requirements of NEPA.

**TABLE 2-1-2**  
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C4-6			Expects that his comments will be addressed in the FEIS, especially concerning the format of the public meeting.
C5-1	Burdette, Buck	01-Sep-98 (01-Oct-98?)	Prefers the Sugarloaf Mountain Alternative.
C6-1	Byford, Betty	08-Oct-98	Feels the Sugarloaf Alternative would be the best because it's the cheapest and a more direct route. Plus, the view of the dam would be outstanding.
C7-1	Campbell, Greg	27-Oct-98 (with attachment dated 12-Oct-98)	Sent a letter to newspapers to gather support for closing Hoover Dam to trucks on a temporary basis. Include the responses from the public in the DEIS. Realizes that the Laughlin route is not perfect, but is a good temporary solution.
C7-2			Do not underestimate public support for the LBA. Using the Laughlin route would be a good temporary solution until the Hoover Dam Bypass bridge is built.
C7-3			Attachment – The EIS is flawed because the Primary Objective "virtually eliminates" the Laughlin Bypass with weak conjectures and wrong conclusions.
C7-4			Attachment – Laughlin deserves to have four-lane highways and a second bridge.
C7-5			Attachment – If you fail to act now, Laughlin will be bypassed and the city will lose money.
C7-6			Attachment – The most serious problem is traffic. If there were a toxic or nuclear waste spill on any of the alternatives for the proposed project, the water would be unfit for humans. With a spill on Hoover Dam, gasoline would land on the Powerhouse roof, causing power disruption for several months.
C7-7			Attachment – The EIS does not discuss the possibility of a terrorist attack, with a truck being deliberately exploded or run through the guardrail and into Lake Mohave. Why was this omitted from this study?
C7-8			Attachment – Commenter lists the opinions and desires of many organizations. Claims the solution for all is to build a second bridge north of the Laughlin Bridge.
C7-9			Attachment – Commenter describes the new Laughlin bridge and its claimed benefits.
C7-10			Attachment – Cites earlier Reclamation figures claiming a lower cost for the LBA. Claims the cost estimate for the LBA in the DEIS is artificially inflated to approach the Hoover Dam Bypass alternatives costs. Discusses tolls and other funding scenarios.
C7-11			Attachment – To make truckers drive the additional 23 miles out of their way, Reclamation could close Hoover Dam to force them to cross at Laughlin after the second bridge and U.S. 95 improvements were completed.
C7-12			Attachment – Has the NDOT study about the possibility of prohibiting trucks from crossing Hoover Dam been completed? (Senate Concurrent Resolution No. 60 is attached.) Claims the results of this study were not included in the EIS.

**TABLE 2-1-2**  
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Code	Commenter	Date	Comment
C7-13			Attachment – To compensate truckers who would drive the additional 23 miles, Laughlin casinos and businesses would offer room and food discounts. Nevada could reduce its diesel fuel tax by 6 to 10 cents per gallon at stations along the LBA.
C7-14			Attachment – Acknowledges the steep grades on Routes 68 and 163; however, cites NDOT study showing that Highway 95 is 5 times safer than the current dam crossing. Would be federal maintenance funding (NAFTA) if LBA were redesignated U.S. 93.
C7-15			Attachment – EIS states that Highway 95 runs through tortoise habitat. Cites study saying tortoises don't burrow near highways due to noise and vibration. Claims the EIS is wrong.
C7-16			Attachment – Since the LBA only uses 36 acres of Section 4(f) land, it would become the highest priority of the Secretary of Transportation for permit issuance.
C7-17			Attachment – Because of the primary objective of maintaining a direct route from Las Vegas and Kingman, Laughlin has been conveniently eliminated as an alternative.
C7-18			Attachment – Boulder City Bypass is being offered as an alternative, even though there is no funding. This may be because of the Gold Strike and Railroad Pass Casinos, who would lose business due to the Laughlin route.
C8-1	Campbell, Greg and Signatories (10/28/98)	28-Oct-98	Sent letter to local newspapers encouraging a petition supporting routing Hoover Dam traffic through Laughlin on a temporary basis until the permanent Hoover Dam Bypass bridge is built. Believes the Laughlin route is a good temporary fix that could become the permanent solution. (Petitions were attached with 104 signatures.)
C9-1	Christensen, Nick	22-Sep-98	Has the U.S. Department of Transportation (USDOT) approached the Las Vegas Convention and Visitor's Authority on a potential room/gaming tax to help fund this project?
C9-2			If improvements to U.S. 93/60 from Wickenburg to I-40 were made, the visitor count from the Phoenix area would increase.
C9-3			Doesn't support a bridge over Black Canyon. The Bullhead City crossing would be the most sensible and affect the most people. A crossing at Cottonwood Cove would not involve as steep a grade and would not require a huge suspension bridge, but would require a new highway in Arizona.
C9-4			Has the idea of tolling people to cross the dam ever been explored? Instead of tolling traffic across the bridge, toll people to cross Hoover Dam.
C10-1	Clark, Dennis	14-Oct-98	Expects that the bypass will be located within a few miles south of the dam and will accommodate an interstate freeway, eventually linking Las Vegas and Phoenix.
C11-1	Easley, Karl C.	No date	Public did not have an appropriate venue to respond to this proposed project. Either the scoping process failed or the public is being offered preconceived choices from the PMT. Public input may not have been as thorough as it should have been to really devise a proper analysis of needs.



**TABLE 2-1-2**  
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C11-2			The DEIS states the new bridge location would save approximately 10 to 12 minutes of driving time. Questions such a large price for this benefit. The project serves one purpose only – removing truck traffic from the dam, a simple safety measure. Alternatively, DOT and Commerce should just ban trucks from the dam.
C11-3			A better solution is improving U.S. 93 to an interstate from the current four-lane portion north of Kingman, bridging the river near Willow Beach, bypassing Boulder City and connecting at the 93/95 junction. Truck and commercial traffic across the dam should be prohibited and save the dam for tourist traffic and recreation.
C11-4			Disruption of commerce and lifestyle, along with spending public monies to protect turtles and wild sheep, borders on criminal mischief.
C11-5			The main idea is to improve timing and access for interstate commerce and travelers who don't desire to stop at the dam. The longer the government waits, the worse the problem will become.
C11-6			The DEIS states that several routes were discussed and rejected. Doesn't feel the public had relevant opportunity to discuss alternate routes and uses. Crossing near the dam is not the best alternative for interstate travel.
C11-7			Prefers the Sugarloaf Canyon crossing, among the three near-dam crossings.
C11-8			The bridge should be built south of Hoover Dam over Black Canyon. Promontory is an "ugly choice."
C11-9			The bridge design should have a western flavor, using the rail through arch design already proposed, but with an even more pleasing design.
C11-10			The bridge should be designed to include pedestrian traffic. A bridge designed for a 1-minute, 60-mile-per-hour (mph) passover, where one can see nothing and is unable to stop, suggests a sterile approach.
C11-11			The bridge should serve both goals of rapid transit and scenic values by constructing a parking lot for tourists and recreational vehicles (RVs) on the Arizona side of the bridge. The pedestrian accessway should either be on the north side of the road facing the dam, or on the <u>underside</u> of the bridge.
C11-12			It would be in the best interest to re-evaluate the location and impacts of a new bridge and corridor for traffic and trade through a broader scoping process.
C11-13			The average citizen doesn't understand an EIS or a scoping process. Reopen the planning and design process to reconsider or reaffirm the original conclusions.
C12-1	Fraga, Roland M.	12-Oct-98	Disapproves of all three plans with steep grades and forced to terminate at Gold Strike Casino. Willow Beach would be a much better solution. It would be nice to know the reason it is not in the plan.
C13-1	Hansen, Hank	No date	Prefers the Temple Bar Corridor. The Hoover Dam routes, converging on Las Vegas, pose a hazard from radioactive materials in event of an accident.
C14-1	Heidel, Raymond	16-Oct-98	Prefers the Sugarloaf Mountain route – best road geometrics and least expensive.

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C14-2			Strongly recommends that an alternative be chosen soon. The dam crossing has now reached the dangerous point with traffic and congestion.
C15-1	Lasko, Fred J.	16-Oct-98	The outline does not have a title for safety comments. This is an important issue.
C15-2			The best location for a crossing would be the Gold Strike Canyon Alternative. It eliminates or reduces the hazard from tourists stopping on the bridge to get a view or take pictures of the dam and lake. A vehicle stopping on the bridge or pedestrians walking on the bridge is a foolish act and extremely dangerous.
C15-3			The outline does not have a title for security comments.
C15-4			A 10-year-old report discussed security problems and concluded that the dam has a high exposure for this type of problem. Moving the traffic downstream lessens this problem.
C15-5			Does not agree with the report on the need to charge a toll. A toll would defeat the time savings. Funding should come from a user tax on the traffic using the highway.
C15-6			Would like to see a Boulder Bypass incorporated into the plan. Many trucks hauling hazardous materials come right through Boulder City – a similar safety issue as at the dam.
C15-7			Both the Promontory and Sugarloaf alternatives have negative visual impacts. These sites also have the potential safety problem of people stopping on the roadway to view the dam, unless the design has side walls that would preclude viewing the dam.
C15-8			Both the Promontory and Sugarloaf alternatives would present potential sites for suicide victims. Screening to prevent this type of problem would detract from the view.
C16-1	Leavitt, D. Henry	12-Oct-98	Saw notice in the Arizona Republic. Votes for the Gold Strike option in order to alleviate congestion and enhance traffic flow.
C17-1	Laune, Larry	29-Sep-98	Chooses Route 3 because the others would cause a cost-of-living rise due to longer distances.
C17-2			Harm to businesses in Boulder City would be minimal.
C17-3			Claims that all cities who fight bypasses do not grow, while those that don't do grow.
C17-4			Route 3 (Gold Strike) would be the cheapest way to build the bypass in the long run.
C18-1	Lee, Ingrid	29-Sep-98	Supports the Sugarloaf Mountain bypass due to minimal environmental impacts, best geometrics, and least cost.
C18-2			Why is a bridge/route through Laughlin not one of the choices? Is it because of Route 68? Because Boulder citizens are concerned about bypass of their city? Would the cost be less?
C19-1	Lewis, Patti	10-Oct-98	Supports the Promontory Point crossings because of safety.

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Code	Commenter	Date	Comment
C20-1	McDonald, Patricia E., Alan C., and George D.	07-Nov-98	In favor of halting truck traffic over the Hoover Dam, directing it through Laughlin, to begin immediately.
C21-1	Murray, Russell	12-Oct-98	Does not support any of the alternatives.
C21-2			Supports the Willow Beach route.
C21-2a			The original concerns were money and that people would lose viewing Hoover Dam as we are now accustomed to be able to do so. The Hoover Dam viewing concern has been mute.
C21-3			Additional road building for Willow Beach would be a saving to the U.S. by not having to purchase/import as much oil.
C21-4			People living on the 7-mile stretch between Boulder City and Hoover Dam complain about the highway noise.
C21-5			There is plenty of space in the dry lake to build an 8- or 10-lane highway.
C22-1	Partain, J.B.	No date	Immediately eliminate all truck traffic on the Hoover Dam. Supports this option because of lessened danger of spills into the river and lake, less smog from trucks, less noise, and no impact on animals.
C22-2			Supports crossing at Willow Beach, but since Boulder City residents don't support, don't harm indigenous humans in the desert. That means take Route Number 3 (Gold Strike).
C22-3			Both the peregrine falcon and bighorn sheep can adapt well to Gold Strike.
C22-4			Do not choose Routes 1 or 2 – will cause further impact in Hemenway Valley.
C23-1	Rementería d. Cosío, Jon Alford	27-Sep-98	No need to attend the October meetings, because nothing will change. Many feel this way, as witnessed in the poor turnout at the last six meetings. The federal government will do what they want – shut down the dam regardless of the public's wishes and needs. Only government employees and families will have privileges of access to dam.
C24-1	Siccardi, A. Joseph	19-Oct-98	The DEIS should not limit the structure type to a specific material at this early stage. The arch could be either steel or concrete. Cost comparisons at this stage are not sufficiently accurate to determine the most economical material for a given structure type. The view from the dam of a steel or concrete bridge would not be materially different. Construction techniques are equally applicable. FHWA may wish to utilize the alternate design process, to save money.
C24-2			Recommend the FEIS include a provision to further evaluate the use of a concrete bridge and include alternate designs to ensure that the least cost arch structure with comparable visual impacts is constructed.
C25-1	Stewart, Mickey	16-Oct-98	Why can't we cross at Willow Creek? Why at the Gold Strike crossing?
C25-2			Supports anything that's not north of the dam. North of the dam is a bad choice geologically and environmentally.
C25-3			The Willow Creek crossing fits the criteria well. Why isn't it a choice?

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C26-1	Sturgill, Warren	13-Oct-98	The bridge should look good with Hoover Dam. The Gold Strike looks a lot better than the other two, which are a lot closer and higher than the dam.
C26-2			Are you planning on building a freeway with the bridge so that U.S. 93 will be a freeway from Kingman all the way to Las Vegas?
C27-1	VandeBerg, Russel	22-Oct-98	Willow Beach remains the best alternative – cheaper and shorter in the long run.
C27-2			Sugarloaf Mountain route is the best choice for the new bridge. Boulder City Bypass should have been part of this project
C27-3			Claims huge cost of the project relating to construction delays is getting no consideration. Impact and cost on existing traffic avoided if Willow Beach selected.
C28-1	Wilson, Kathryn and Alonzo M.	09-Oct-98	Prefers the Gold Strike Alternative, downstream from the dam, in case there is an accident.
C28-2			This alternative should keep the shops in Boulder City happy. Does not support bypassing Boulder City.
C29-1	Wilson, Fred	11-Dec-98	Thinks U.S. 93 should go south of Boulder City and go to U.S. 95 directly, and go further on to meet I-15 about milepost 27. Would provide a faster route for through traffic.
C30-1	Rosen, Mark	19-Dec-98	Need to consider expanding U.S. 95 and using U.S. 95 to I-40 as a bypass. U.S. 95 needs to be expanded and divided from a two-lane highway. This would have less environmental impact on the canyon.
C31-1	Beymer, Easton	07-Jan-99	Are the proposed bridges and connecting highways to be two or four lanes? Four lanes should be built, even if the other highways, primarily in Arizona, would still be two lanes until demand warranted an additional two lanes.
C31-2			Which alternative is favored? The Gold Strike would probably be the best.
C32-1	Beymer, Easton	08-Jan-99	Sugarloaf will provide an awesome view (similar to Glen Canyon Dam, but further downstream) which will be distracting to motorists.
C33-1	Christensen, Peter	17-Jan-99	Choice would have been the Gold Strike Canyon route because tourists will slow down, and one of the reasons for the bridge is to stop the bottleneck at the dam.
C-34-1	Ensign, Frank E.	16-Jan-99	The dam, Boulder City, roads, railroads, tunnels, utilities, etc. are all part of the historic project, and the bypass bridge, on any of the proposed alignments, would degrade the historical significance.
C34-2			A dam bypass bridge will only exacerbate traffic congestion and accidents on U.S. 93 between Gold Strike Inn and Railroad Pass.
C34-3			The dam bypass should be designed to handle traffic smoothly for the next 100 years.
C34-4			The recreational value of a new highway opening up a remote section of Lake Mohave or the deterioration of a city's life-style should be evaluated.
C34-5			To avoid impacts on the infrastructure, environment, and historic atmosphere of Boulder City, the No Build Alternative should be selected.

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C34-6			FHWA, NDOT, ADOT, Reclamation, NPS, and U.S. Fish and Wildlife Service (USFWS) should come up with a four-lane bypass between U.S. 93 and U.S. 95 south of Boulder City.
<b>PUBLIC HEARING TRANSCRIPTS</b>			
D1-1	Kniffen, Robert Earl	13-Oct-98	Believes the Gold Strike is the best because of traffic – avoids the tourists at the dam.
D1-2			Wants the bridge at Gold Strike 100 to 200 feet higher, despite costs.
D2-1	Shull, Charles	13-Oct-98	Sugarloaf is a bad alternative and Gold Strike is more viable in the fact that it takes it out of view of the dam, for safety reasons.
D3-1	Hurns, JoElle	13-Oct-98	Supports the Hoover Dam bypass, but stands ready to look at the Laughlin route for environmental impact, economic impact, and financial impact to the area.
D4-1	Tester, Patricia	13-Oct-98	How much longer before they will do something?
D4-2			Are they going to wait for a major disaster, like toxic waste in the water, before putting in new roads?
D4-3			Going through Laughlin is 30 miles further, with steep grades in and out of Laughlin, U.S. 95 is only two lanes with lots of traffic, and Route 68 is bad too. Truckers won't do it.
D5-1	Elters, Sam	13-Oct-98	Supports project and believes the Sugarloaf alternative is the best due to cost and better grades. The No Build Operation is not viable option.
D6-1	Jenkins, Frank	13-Oct-98	They need a viewing area on the Arizona side and on the Nevada side, and it isn't in the proposal.
D7-1	Morrisette, Elaine	13-Oct-98	In favor of the Sugarloaf route.
D8-1	Morrisette, Robert	13-Oct-98	Feel the same. Sugarloaf route would be our choice based on environmental, cost, and time to construct versus others.
D9-1	Castillo, Larry	13-Oct-98	Build it quick. Traffic safety problem at dam and need for convenience. Should be an urgent project.
D10-1	McFerrin, Edith	13-Oct-98	Build as soon as possible due to traffic on dam. Likes the Gold Strike Canyon route. Safer out of sight of the dam so that people aren't stopping to look at the dam.
D11-1	McFerrin, James	13-Oct-98	Start alternative bridge as soon as possible due to traffic on dam. In favor of Gold Strike Canyon, despite expense. Less impact on animals and beauty of terrain. If voted down on Gold Strike, then wants Sugarloaf.
D12-1	Works, Don	14-Oct-98	They're going to be hauling nuclear disposal through Boulder City. Move it down to Searchlight. Nuclear stuff crossing the dam could get into the water system.
D13-1	Benton, Richard L.	14-Oct-98	Sugarloaf Mountain would be the best. Cost more to research problem than to build dam. Make a decision and get the job done. One bad spill will annihilate the lower Colorado and cause international problems with Mexico. Boulder City businesses concerned about tourism shouldn't be listened to.

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D14-1	Hughes, Ralph L.	14-Oct-98	Can't find any negative part of the alternatives. The bypass is what we need. It would become a tourist attraction itself. Likes the upstream bridge because less work on the approaches to the bridge. Could put a viewpoint at each end of the bridge. Environmentally and aesthetically it's a very pleasing project on the Promontory bridge approach.
D15-1	Shannon, Robert	14-Oct-98	Likes the Promontory Point Alternative. More feasible as far as cost and traffic.
D16-1	Stuckey, Wade	14-Oct-98	Wants the bridge built with union help. Thinks Promontory Point is more feasible. Better for the tourist industry. Prefers the cable suspension bridge.
D17-1	Uehling, Ed	14-Oct-98	Main concern is design of the bridge and visual impacts on the dam. Dam is national treasure. Visitor's center clashes with the dam's architecture and defaces the dam. Bridge should not do the same. If you don't do an art deco 1930s industrial-type structure, then build it away from dam where can't be seen.
D18-1	Anonymous	14-Oct-98	Object to the Promontory bridge due to visual impact, extra mileage, and danger of spills in lake. Object to Sugarloaf due to visual impact and motorists stopping on the bridge to view dam, especially at night. Prefers Gold Strike, but understand the road is steep. Prefers to make it a toll bridge.
D19-1	Berman, Mrs.	14-Oct-98	Wants alternative with least stress on animals.
D20-1	Vandenberg, Russell	14-Oct-98	Don't like any location; however, Sugarloaf looks like the best. Keeps the lake free and bridge up in the air. No problems with view. Go back to the Willow Beach crossing – many miles saved. Park service should grant a variance for Willow Beach. Present route through Boulder City is a mess, but due to cost it probably should be a separate project.
D21-1	Anonymous	14-Oct-98	He's a structural ironworker. Thinks it's urgent to get the project under way. Start soon, so workers with knowledge for this type of construction can assist.
D22-1	Floyd, John	14-Oct-98	Project won't do any good because of the casinos. They want the truck parking and trucker's money. Recommends the Laughlin route for the cheaper bridge and need to rebuild the roads.
D23-1	Adams, Thomas W.	14-Oct-98	Would like to work on the bridge. Gives access to Las Vegas.
D24-1	Lee, Jones	14-Oct-98	Would like to see it have a building. Likes the Promontory Alternative. Likes it because it's on top of the water. Also because there is more construction work and would be safer for highway workers.
D25-1	Zimmer, Ed	14-Oct-98	Promontory Point would be the most advantageous. Grades aren't severe. Cost difference between this and Sugarloaf isn't significant. Erosion could be a problem for bridges below the dam. Steel rib through arch would be more aesthetic and pleasing than the other.
D26-1	Rementeria, John	14-Oct-98	Road over dam should be left open to tourists. Heard rumors that the dam will be closed to the public and only open for government official use – that is wrong and improper.

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D27-1	Thompson, Larry	14-Oct-98	The trucks are still going to have to go through town. They should cut in and go down south of the town by the airport. Should come in by Willow Beach. Doesn't want his town messed up by NAFTA trade route. Would have to go to Sugarloaf if the other alternatives won't work.
D28-1	Spurlock, Robert	14-Oct-98	Upstream portion of the dam has been already altered by the water and visitors. Downstream is relatively wild. For that reason, Promontory Point is the only acceptable option.
D29-1	Burger, Sue	14-Oct-98	Supports project. Concerned about the environmental impact – especially for the bighorn sheep.
D30-1	Blackwell, Charlene	14-Oct-98	They should scrap the present dam project and have trucks go down through Laughlin.
D31-1	Whelan, Tom	14-Oct-98	Bridge should be downstream near Laughlin due to hazardous waste and nuclear waste contamination. Move bridge south. Would help Laughlin's economic slump. Bridges near dam will turn Boulder City into a median strip because NDOT will build a bypass.
D32-1	Hordan, Bill	15-Oct-98	Need to do something immediately to improve traffic flow. Sugarloaf has a lot of advantages. It has the best location in relationship to the dam and the view of the dam.
D33-1	Cody, Georgi	15-Oct-98	Attended on behalf of the Nevada Motor Transport Association. Excellent DEIS. No Build is not a viable option. Glad to read that the Laughlin-Bullhead City option has been rejected. Sugarloaf is the most attractive alternative, based on road geometrics, cost, noise, and other factors. Hopes that adverse impacts may be avoided or minimized.
D34-1	Pollock, Doug	15-Oct-98	Is promoting a route on Route 165 through Nelson. This would help rebuild the old marina area. Anything further north than Nelson is a restricted area.
D35-1	Anonymous	15-Oct-98	Haven't given Bullhead City a chance at the new truck route. There are no sheep in the area of the Bullhead Road and no tortoises. Locks could be put below the new Laughlin bridge to contain any chemical spills in the river. It's farther, but Laughlin needs a shot in the arm. Also, Boulder City is against trucks coming into their town.
D36-1	Quinn, Pat	15-Oct-98	A shame Willow Beach bypass not used. Gold Strike is the only one to really take – less cumbersome to traffic during construction and the most direct route.
D37-1	Hughes, Nicholas M.	15-Oct-98	Gold Strike is the way to go because of less disturbance to existing roads during construction. Also, the other roads run together causing delay. Promontory would be most congested, between the warehouse to Gold Strike Casino.
D38-1	Lachase, Dennis	15-Oct-98	Should have happened 15 years ago. Environment suffers from long traffic delays more than what they're doing. Sugarloaf has least impact and can be installed the quickest, but will just move the bottleneck up to Boulder City. It's easier now to go through Laughlin to Kingman than to go across the dam.
PUBLIC HEARING COMMENT SHEETS			
E1-1	Agnew, John H.	Oct-98	Supports Sugarloaf because of cost, it's the shortest route, would take the least time to construct, would be safer from spills, and wouldn't interfere with rafting or hiking.

**TABLE 2-1-2**  
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E2-1	Anderson, Carol S.	Oct-98	Prefers the Sugarloaf Alternative and then the Gold Strike Canyon. Both are better than Promontory Point due to visual impacts and safety from spills in lake. Cost-wise, prefers Sugarloaf. Also prefers the steel arch bridge as more compatible with the era of Hoover Dam.
E3-1	Andersen, Giles C.	Oct-98	Sugarloaf is the best. Highway 95 would be better yet.
E4-1	Austin, Robert D.	Oct-98	Gold Strike is most desirable because construction activities would be removed from existing roads. However, greater costs are a factor. A No Build alternative is ridiculous.
E5-1	Benton, R. L.	Oct-98	Sugarloaf is the best route. Must address the many tourists that would stop/slow down to take a picture of the front of the dam. Some provision must be made for this problem. Any crossing should be a toll road. It worked well with the Golden Gate Bridge. Get on with the job and get it done!
E6-1	Blakesley, Leonard E., Jr.	Oct-98	Requests a copy of the EIR, including all maps and future updates.
E7-1	Blockley, Marge	Oct-98	Votes for Gold Strike Canyon because it will have little effect on views from Hoover Dam. Prefers that trucks travel over the bridge at Laughlin. There is a difficult traffic intersection on U.S. 93 in Hemenway Valley.
E8-1	Blockley, W.	Oct-98	Would like to see information on 20-year user costs for the three build alternatives in the FEIS. After having this information, then will provide an opinion on other factors associated with this proposal.
E9-1	Bolton, Paul	Oct-98	Sugarloaf is the preferred alternative because it has the minimum impact on the environment, is the least costly, and is the least visually intrusive. It offers a spectacular view of Hoover Dam. Prefers the steel or concrete arch more than the steel suspension. The no build is not acceptable. Construction should start as soon as possible – 1999?
E10-1	Brandhagen, Layne; Kimley Horn & Associates	Oct-98	Prefers the Sugarloaf Alternative from the engineering/operational standpoint.
E11-1	Bravo, Richard J.	Oct-98	See attached table which provides a basis for deleting the Gold Strike Canyon from consideration. (NOTE: This table was already summarized in comment letter C3.)
E12-1	Cannon, Jerry	Oct-98	Prefers the Sugarloaf Alternative. Least cost. Built where the environment is already damaged. Good fit for new bridge. Can be made visually compatible. Road grades reasonable.
E13-1	Carlton, Gregory	Oct-98	Project deserves the best quality workmanship available. Local unions should work on this project.
E14-1	Cooper, Donald K.	Oct-98	Prefers the Sugarloaf Alternative. Need to build safe interchanges on the Nevada and Arizona sides for people who will access the dam via existing U.S. 93. Keep the existing road across the dam usable for the public.
E15-1	Denison, Andrew N.	Oct-98	Prefers the Sugarloaf Alternative. Getting the Coast Guard involved means more delay and cost for the Promontory Alternative. The grades of Gold Strike are a real negative. Sugarloaf is the cheaper option.



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E16-1	Doty, Jack and Marilyn	Oct-98	Promontory Point would detract from the overall look of the dam. Gold Strike is too expensive. Prefers Sugarloaf as the shortest and straightest road, and from it there is still a view of the dam.
E17-1	Edwards, William	Oct-98	Prefers the Sugarloaf Alternative.
E18-1	Fagg, Darrell	Oct-98	Prefers the Gold Strike Canyon with steel arch bridge. The traffic on Hoover Dam is unreal. The contract should go to a union contractor.
E19-1	Fitzgibbons, Bobbye	Oct-98	Concerned about impacts to trout fishing below the dam, so against the Gold Strike Alternative. Noise concerns are high in the canyon below the dam. Prefers Promontory Point, because does not feel that it would affect the view of the dam – same for Sugarloaf.
E20-1	Fitzgibbons, Pat	Oct-98	Concerned about environmental impacts from the Gold Strike Canyon Alternative – including fishing and boating. Also concerned about noise of traffic from bridge. Prefers Promontory Point or Sugarloaf.
E21-1	Gibson, Dan	Oct-98	Prefers Sugarloaf using the concrete cable-stayed bridge.
E22-1	Glynn, Jennifer	Oct-98	Supports bridge project. Prefers Gold Strike Canyon route. Bridge close to dam will take the "awe" from it. Construction will create many (hopefully union) jobs.
E23-1	Gomez, William	Oct-98	Prefers the arch steel bridge – higher than the dam in case it goes.
E24-1	Huffman, Robert	Oct-98	The alternatives don't address the traffic problems in Boulder City. The state and federal government should cooperate and correct both problems at once. Prefers Gold Strike because it separates the traffic further away from the dam.
E25-1	Hughes, Ralph L.	Oct-98	Prefers the Promontory Point suspension. It would enhance the view of the dam.
E26-1	Hughes, Rhea Renee	Oct-98	Prefers the Promontory Point suspension. It is attractive. Boulder City already has traffic, so it shouldn't make that much difference. Better for shipping nuclear waste into Nevada.
E27-1	Ishiki, James	Oct-98	Is there any source of information that projects the possible effects on proximal communities such as Dolan Springs? Interested in potential socioeconomic impacts on outlying areas.
E28-1	Keller, Lily	Oct-98	Truck traffic should not go through Boulder City, thus route the trucks through Laughlin. If either bridge is constructed, what will be done to decrease U.S. 93 congestion? Addressing only the Hoover Dam project and not effects on Boulder City is inappropriate.
E29-1	Keller, Ronald W.	Oct-98	Why consider the three build alternatives, since there is open space to build a highway to Arizona beginning at Railroad Pass. This would bypass the crowded U.S. 93 that goes through Boulder City and on the dam. Charge a toll at the bridge.
E30-1	Kinn, Rebecca	Oct-98	Prefers the Sugarloaf Mountain route. A toll bridge is a good plan, as is restricting truck use.
E31-1	Kos, L. H.	Oct-98	Promontory Point is too dangerous due to potential spills in lake. Traffic on Highway 93 in Hemenway Valley and into Boulder City is a major concern and will only increase; it is noisy, even at night. These concerns need to be addressed.

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**Summary of Comments**

Code	Commenter	Date	Comment
E32-1	Kostner, Mark	Oct-98	Prefers the Gold Strike Canyon or Sugarloaf Mountain. Opposed to Promontory Point. The bridge should be an attractive piece of art, particularly if tolls are charged. The roadway should be six lanes, three each way. Perhaps the bridge should be built with the capability of being double-decked to handle the Las Vegas population projections.
E33-1	Kuster, Jack	Oct-98	Disappointed in the three build alternatives. This leaves Boulder City with traffic increases. Is an advocate of one single bypass, either at Willow Beach or Laughlin. A toll bridge would need legislation. A Boulder City bypass would probably hurt the city's tourism.
E34-1	Laughlin, Don	Oct-98	Leave well enough alone. This will give Laughlin a shot in the arm. Build a new bridge at Laughlin and widen U.S. 95 from Route 163 to the Railroad Pass Casino.
E35-1	Lienhard, Reagan	Oct-98	Prefers Gold Strike Canyon for speedy movement of traffic. Erecting a bridge at Promontory Point or Sugarloaf would cause the same traffic slowdowns now experienced due to tourists stopping and slowing to view the lake and the dam.
E36-1	Lindberg, Carl W.	Oct-98	Prefers Gold Strike Canyon for shortest distance. Sugarloaf Mountain is too close to Hoover Dam.
E37-1	McCormick, Paul	Oct-98	Prefers Sugarloaf – most direct and less incline and decline. Need to fight for a share of available funding and push for additional federal allocations.
E38-1	Miller, Byron L.	Oct-98	Prefers either bridge below the dam. Get with it!
E39-1	Miller, Pat and Ray	Oct-98	Prefers Sugarloaf with steel deck arch and gawk screen blocking the dam from view. A bridge below the dam would be a better plan if a spill should occur in public waters.
E40-1	Moe, John	Oct-98	Prefers a steel arch bridge. The project is long overdue.
E41-1	Morrisette, Robert B.	Oct-98	Prefers Sugarloaf.
E42-1	Nielsen, J. D.	Oct-98	Wants to work on the iron bridge. Must learn how to build in the desert without damaging the land and wildlife.
E43-1	Olbert, Bradford D.	Oct-98	Prefers Sugarloaf, but does not like the concrete cable-stayed option. Does not believe the Gold Strike Canyon route would enable trucks to maintain speeds of 55 mph at a 6 percent grade. Adding climbing lanes would increase construction costs. Does not like location of Promontory Point because of poor view of dam. In contrast, the view with the Sugarloaf Alternative would be fantastic. Questions Appendix A traffic analysis for not addressing impact of steep grades on the 24 percent truck/RV traffic – impacts speeds and level of service (LOS). How do you get to the new visitor center from the three alternatives?
E44-1	Perry, Ronald	Oct-98	Prefers either bridge site below the dam. Build the bridge as soon as possible.
E45-1	Prather, Roger	Oct-98	None of the alternatives will keep high-level nuclear waste out of Boulder City. Suggests the old Willow Beach bypass be reconsidered. Find a route to keep nuclear waste and other hazardous materials out of Boulder City. Of the three alternatives, prefers Gold Strike because it has the least visual impact on dam.
E46-1	Quinn, George	Oct-98	Prefers Sugarloaf because of cost, location below the dam, and good view. Concerned about how traffic will be handled in Boulder City. Asks is any thought going into diverting the traffic around the city? Improved crossing will increase traffic problem in city.

**TABLE 2-1-2**  
**U.S. 93 Hoover Dam Bypass Draft EIS**  
**Summary of Comments**

Code	Commenter	Date	Comment
E47-1	Rementeria, John	Oct-98	Heard all three alternatives require closing the road over the dam. Thinks the dam road should be kept open for tourists and locals, and not just government officials to entertain their families and friends. Allow nothing larger than a van or station wagon to cross the dam. All others should be required to use one of the alternative roads.
E47-2			Knows of a foreign-owned construction company that would finance 100 percent of the new bridge, if allowed to participate in speculative development projects in Arizona and Nevada.
E48-1	Shannon, John H.	Oct-98	Alternative 4 (no build) is not an option. Chaos is the end result. Prefers Sugarloaf Mountain Alternative with low profile arch. List of Sugarloaf benefits: best alignment, least adverse profile, good sight distances, least environmental impact, separates through traffic from dam traffic, most direct route, and lowest cost.
E49-1	Shannon, Robert	Oct-98	Prefers Promontory Point. It is most feasible, cost effective and has good grades.
E50-1	Sorensen, Lou	Oct-98	The No Build is not an option, given the growing congestion on the dam. Prefers the Sugarloaf option.
E51-1	Strange, Richard	Oct-98	Prefers Sugarloaf Mountain. Opposed to the Gold Strike Alternative due to the environmental impacts. Promontory Point would be OK, but is the second choice.
E52-1	Stuckey, Wade	Oct-98	No comment.
E53-1	Tester, Patricia	Oct-98	Where has all the money gone for this project for the past 35 years? Will there have to be a major disaster before the road is constructed. Afraid of toxic waste getting into the lake or river drinking water. No more studies; start constructing.
E54-1	Thompson, Dorothy S.	Oct-98	Prefers Sugarloaf Mountain because of grades and fewer impacts on the environment. Going across Sugarloaf at 60 mph, no one would be able to stop to look at the dam, but you could go to the dam to see it.
E55-1	Tomlinson, Michael	Oct-98	Reconsider Bullhead/Laughlin corridor.
E56-1	W., Russell (illegible)	Oct-98	Promontory Point would be the first choice. Gold Strike Canyon would be last. Favors suspension for aesthetics only.
E57-1	Wiens, Ed	Oct-98	Prefers Sugarloaf.
E58-1	Wilkerson, Mark	Oct-98	Prefers Sugarloaf for environmental, safety, engineering, and construction reasons. Something must be done soon to avert major accidents on the dam.

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## Responses to Comments

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### 2-2.1 Responses to Comments

This FEIS for the United States Highway 93 (U.S. 93) Hoover Dam bypass includes copies of all substantive comments received from government agencies, organizations, and the general public on the DEIS. A response is provided to each substantive comment. Where the FEIS text is revised as a result of the comments received, the response indicates where revisions were made, and the FEIS changes are highlighted in the margins of the document. The response attempts to adequately address the issue or concern raised by the commenter or where substantive comments do not warrant further response, explain why they do not, and provide sufficient information to support that position.

The FEIS incorporates the DEIS in its entirety with changes made as appropriate throughout the document to reflect the identification of a preferred alternative, modifications to the project, updated information on the affected environment, changes in the assessment of impacts, the selection of mitigation measures, wetland and floodplain findings, the results of coordination, comments received on the DEIS, and responses to these comments.

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## **Responses to Government Agency Comments**







THE STATE OF ARIZONA

A1

# GAME & FISH DEPARTMENT

2221 West Greenway Road, Phoenix, Arizona 85023-4399 (602) 942-3000  
www.gf.state.az.us

**Governor**  
Jane Dee Hull  
**Commissioners:**  
Chairman, Herb Conrath, Tucson  
Michael M. O'Leighy, Flagstaff  
William Berke, Tucson  
M. Jean Harrell, Scottsdale  
David D. Manning, Alpine  
**Director**  
Deane L. Shroaf  
**Deputy Director**  
Thomas W. Spalding

November 10, 1998

Mr. Terry Haussler (HDP-16)  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

Re: Draft Environmental Impact Statement (EIS) for U.S. 93 Hoover Dam Bypass

Dear Mr. Haussler:

The Arizona Game and Fish Department (Department) has reviewed the draft EIS, dated September, 1998, for the proposed U.S. 93 Hoover Dam Bypass project. The Department appreciates the close interagency cooperation and coordination during development of this draft EIS. The following comments are provided for your consideration.

Along with the No Build Alternative, three build alternatives are evaluated in this document. From north to south, they are Promontory Point, Sugarloaf Mountain, and Gold Strike Canyon. Each alternative would include construction of a four-lane highway, a new steel or concrete four-lane bridge over the Colorado River near Hoover Dam, four-lane approaches, and the approach bridges and tunnels needed for the 3.5-mile-long project. The selection of a preferred alternative will not be made until the alternatives' impacts and comments on the document have been fully evaluated.

## General Comments

### **Wildlife and Wildlife Habitat Values**

The lands that will be affected by the proposed bridge and associated highway alignments are comprised primarily of the Mohave Desert Scrub habitat type. The associated plant community and unique topography of the area provides exceptional, high-quality bighorn sheep habitat as well as habitat for quail, dove, peregrine falcon, Sonoran desert tortoise, and numerous small game and nongame birds and mammals. The project area also provides habitat for predator/furbearer species such as coyote, bobcat, and some mountain lion. Aquatic species found in this portion of the Colorado River include rainbow trout, striped bass and the Endangered razorback sucker.

An Equal Opportunity Reasonable Accommodations Agency

Mr. Terry Haussler  
November 10, 1998  
2

Past land development and disturbance near Hoover Dam has been substantial, thus diminishing habitat values in the area. However, despite these disturbances, the project area does contain high numbers of desert bighorn sheep and two known peregrine falcon aeries. In addition, the area within the proposed alignments encompasses several minor washes. These drainages and associated vegetation are important to wildlife because they provide feeding, nesting, breeding and resting sites. Washes also serve as important wildlife movement corridors.

#### Proposed Alternatives

Overall, potential environmental impacts associated with the three build alternatives appear to be adequately addressed in the draft EIS. Potential impacts to wildlife, and particularly those species of greatest concern to the Department, such as the desert bighorn sheep and peregrine falcon, have been identified and addressed in the draft EIS.

A1-1

Based on our review of the three build alternatives, the Sugarloaf Mountain alignment, coupled with the proposed mitigation, is expected to have the least amount of adverse impact to wildlife and wildlife habitat. Of the three build alternatives, the Sugarloaf Mountain Alternative will affect the smallest amount of land, including important wildlife habitats such as desert wash habitat and cliff habitat.

#### Mitigation Measures

A1-2

The initial mitigation measures appear suitable and should work to minimize impacts to wildlife resources. As the project moves forward, the Department would appreciate the opportunity to be involved in all aspects of fish and wildlife mitigation associated with this project (in Arizona).

A1-3

Specific mitigation measures proposed for the Sugarloaf Mountain Alternative appear appropriate and should help to minimize impacts to wildlife resources in the project area. The Department recommends that this alternative also include before, during and after construction monitoring of peregrine falcons as a mitigation measure. Currently, the closest peregrine falcon nest site is greater than one mile away from this alignment. However, peregrine falcons will often choose alternative nest sites in the same general area from year to year. Therefore, it is possible that the location of this nest could change over time. In addition, peregrine falcons from the current nest site likely forage within the proposed Sugarloaf Mountain alignment. Significant impacts to cliff habitat from any of the alternatives could potentially affect the peregrine falcon prey base.

#### Response to Comment A1-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for its selection.

#### Response to Comment A1-2

FHWA and our respective cooperating agencies commit to involve AGFD in the development and implementation of specific mitigation measures for fish and wildlife affected by the preferred alternative as the project proceeds through final design and construction.

#### Response to Comment A1-3

The lead agency will coordinate with appropriate state and federal agencies to ensure that peregrines will be monitored 3 to 4 times a year for at least 2 years before, during, and after 1 year of public use of the new bridge.

Mr. Terry Haussler  
November 10, 1998

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A1-4 Section 3.3.3, Subsection 3.3.3.1, Construction Mitigation: the following statement appears under Peregrine Falcon: "Biologist from AGFD and NPS would continue to monitor peregrine falcons in the proposed project area..." The Department recently stopped our monitoring efforts on peregrine falcons in the project area. This was due to potential status changes with the peregrine falcon as an Endangered species. The Department supports monitoring efforts on the peregrine falcon in relation to this project. Funding will need to be identified in order to continue monitoring efforts and to ensure that peregrine falcon mitigation objectives are met.

A1-5 Section 3.3.3 Subsection 3.3.3.1: On page 3-34, under Peregrine Falcon, we recommend that breeding territories located within 1 mile of construction activities have no blasting or excavation activities conducted during the breeding season (March through July). A 0.5-mile buffer may not be an adequate distance to minimize disturbances to peregrine falcons due to blasting and excavation work. The Department is interested in working with the cooperating agencies on this issue in order to minimize potential adverse impacts to the peregrine falcon.

A1-6 The bighorn sheep mitigation appears adequate. The use of underpasses and overpasses by bighorn sheep is of interest to the Department and we look forward to monitoring the effectiveness of these structures. The use of fencing should facilitate the use of these structures by sheep and other wildlife. Additional operational mitigation could include speed reductions within two miles approaching the bridge, and roadside signing warning motorists of the possibility of encountering wildlife in area. We would appreciate the opportunity to be involved in all aspects of mitigation as it relates to bighorn sheep.

A1-7 Measures to minimize and eliminate impacts to water resources also appear adequate. All storm-water and potential chemical spill related runoff collected and drained to settling basins should be covered and fenced. This will reduce the likelihood of wildlife coming into contact with these contaminated water sources.

A1-8 The status of bat populations in Arizona is of concern to the Department. National Park Services biologists have found bat densities to be low near Hoover Dam. The Department believes that opportunities exist to create and enhance bat habitat in the Hoover Dam Bypass project area. Bridge structures are often used as day roosts for a variety of bat species. Simple modifications of bridge design features can easily create bat habitat. We recommend that where feasible, as detailed design planning is initiated, efforts be made to incorporate bat-friendly structures within the bridge design. The Department would be willing to assist in this planning effort.

#### Response to Comment A1-4

FHWA will coordinate with the Arizona Game and Fish Department to reinstate the monitoring program for peregrines. Section 3.3.3, Subsection 3.3.3.1 of the EIS has been changed to delete the wording "continue to," implying that AGFD is still monitoring peregrines in the project area when in fact this practice has recently stopped.

#### Response to Comment A1-5

Consistent with the Biological Opinion of USFWS for this project, if occupied peregrine falcon nests are found within 0.5 mile of construction activities, consultation will be reinstituted with USFWS to determine appropriate mitigation measures.

#### Response to Comment A1-6

The following sentence has been added in Section 3.3.3.1, Desert Bighorn Sheep: "Roadside signing will be installed warning motorists of the possibility of encountering wildlife in the area."

#### Response to Comment A1-7

These settling basins will periodically need to be cleaned. Any fences that may be incorporated into the basin design must be compatible with basin maintenance and function. The FEIS, Section 3.4.3.2, has been clarified.

#### Response to Comment A1-8

There were no areas with high densities of bats found during surveys conducted for this project by NPS (see Table 3-12). Hence, there is not a demonstrated need for providing bat roosts on the bridge structures.

Mr. Terry Haussler  
November 10, 1998  
4

Specific Comments

Table 3-14

A1-9

Under impacts associated with the Sugarloaf Alternative - peregrines, it states that "impact unlikely; bridge site is in area buffered by existing disturbances, and breeding area is greater than 1 mile". We suggest this be reworded to state that impacts are possible without mitigation. As stated previously, nest sites may change from year to year and peregrine falcons located at the nest site downstream of this alternative likely forage within the project area associated with this alternative.

Table 3-12

A1-10

Page 3-23 should include the status symbol ASC for Las Vegas bear paw poppy and bicolored penstemon. On page 3-24, the status symbol ASC should be added to the Peregrine falcon and banded Gila monster. On page 3-25, the status symbol AT should be deleted for desert bighorn sheep and the status symbol ASC should be added to all of the bat species except the small-footed myotis bat.

Thank you for the opportunity to review this draft EIS. Again, the Department appreciates the close interagency coordination during development of this draft EIS. We look forward to participating in the development of fish and wildlife mitigation measures associated with this project. If you have any questions regarding this letter, please contact me at (602) 789-3602. If you would like to schedule a meeting to discuss these comments and specific mitigation measures in more detail, please contact Tom Fresques, Region III Habitat Specialist, at (520) 692-7700, extension 118.

Sincerely,



Duane L. Shroufe  
Director

DLS:jk

cc: Dave Walker, Habitat Branch Chief, Phoenix  
Tom Fresques, Habitat Specialist, Region III, Kingman

AGFD# 10-20-98 (08)

**Response to Comment A1-9**

The note regarding peregrine falcon impacts from the Sugarloaf Mountain Alternative in Table 3-14 has been changed to say: "Impact possible without mitigation; peregrines may forage within the project area."

**Response to Comment A1-10**

All of the requested changes in Table 3-12 have been made.

BOB MILLER  
Governor

A2  
STATE OF NEVADA

JOHN P. COMEAUX  
Director



DEPARTMENT OF ADMINISTRATION  
209 E. Musser Street, Room 200  
Carson City, Nevada 89701-4298  
Fax (702) 687-3983  
(702) 687-4065

November 12, 1998

Terry Hausler  
Federal Highway Administration  
555 Zang Street Room 259  
Lakewood, CO 80228

Re: SAI NV #E1999-040  
HPD-16

Project: DEIS for the Hoover Dam Bypass Project

Dear Terry Haussler:

Enclosed is an additional comment from the Nevada Health Division that was received after our previous letter to you. Please incorporate this comment into your decision making process. If you have any questions, please contact me at (702) 687-6367.

Sincerely,

Heather K. Elliott  
Nevada State Clearinghouse/SPOC

Enclosure

L-22

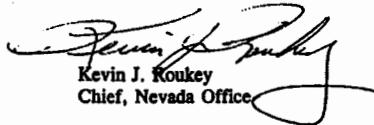
## Response to Comment A-2

DELETED — Duplicate letter from the Nevada Department of Human Resources, Health Division via the Nevada Department of Administration (see response to Comment A10)

2

If you have any questions, please write to our Nevada Field Office, C. Clifton Young  
Federal Building, 300 Booth Street, Room 2103, Reno, Nevada 89509, telephone (702)  
784-5304, FAX (702) 784-5306.

Sincerely,



Kevin J. Koukey  
Chief, Nevada Office



**A6**  
**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
 REGION IX  
 75 Hawthorne Street  
 San Francisco, CA 94105-3901

Mr. Larry Smith  
 Division Engineer  
 Federal Highway Administration  
 Central Federal Lands Highway Division  
 555 Zang Street  
 Denver, CO 80228

Dear Mr. Smith:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed **Hoover Dam Bypass Project, in Clark County, Nevada and Mojave County, Arizona**. We provide our comments pursuant to Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality's Regulations for Implementing NEPA (40 CFR Parts 1500-1508).

The Federal Highway Administration (FHWA) proposes to construct a new bridge and highway access across the Colorado River in the vicinity of Hoover Dam for approximately four miles. The project takes place on lands held by the Bureau of Reclamation and the National Park Service. A total of fourteen "build" alternatives were proposed, with four including the no-build ultimately being fully examined in this DEIS. One "Build" alternative, the Promontory Point alternative, proposes to cross Lake Mead upstream of the Hoover Dam. The other two "Build" alternatives, Sugarloaf Mountain and Gold Strike Canyon, are downstream of the Hoover Dam. The DEIS did not identify FHWA's preferred alternative.

A6-1 Based upon our review, we have rated the DEIS as **Category EC-2, Environmental Concerns - Insufficient Information** (please refer to attachment #1, "Summary of Rating Definitions and Follow-Up Action"). Our rating is primarily based on our concerns regarding cumulative effects, indirect impacts (particularly regarding utility relocations), impacts from excavation and erosion and runoff, impacts from encountering hazardous materials, and impacts to recreational opportunities. Over all the document was very well written and clear and concise. In particular, the Purpose and Need statement outlined the issues very well. We believe it should be used as an example of a clear statement of Purpose and Need, containing the appropriate amount of supporting documentation.

*Printed on Recycled Paper*

### Response to Comment A6-1

Substantial additional information has been incorporated in the FEIS, including a detailed assessment of cumulative impacts following direction provided by EPA staff (Chapter 5). Evaluation of indirect impacts relating to relocation of utilities has been added in the FEIS Chapter 3. Additional information on recreational opportunity and hazardous material impacts has also been incorporated in the FEIS Chapter 3, Sections 3.7, 3.8, and 3.10, respectively.

### Response to Comment A6-2

Section 3.11.2.2 in the FEIS has incorporated updated information on the indirect impacts related to relocation of transmission towers and other utilities required for the preferred alternative.

### Response to Comment A6-3

Section 5.4.1 in the FEIS has incorporated detailed information on past impacts to the environment associated with the construction of Hoover Dam and related facilities. The discussion includes information on direct and long-term impacts to riparian vegetation, fish and wildlife, and water quality from construction and operation of the dam and visitors' center complex.

### Response to Comment A6-4

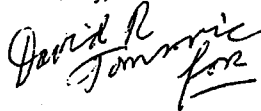
The cumulative impacts chapter has been expanded to include discussion of present actions that may change the resource base affected by the U.S. 93 Hoover Dam Bypass Project (Section 5.4.2). These actions consist of the NPS Lake Mead General Management Plan, Bureau of Reclamation's (Reclamation's) Endangered Species Conservation Program, and the Clark County Desert Conservation Program.

### Response to Comment A6-5

Section 5.4.3 of the cumulative impacts chapter includes a modified discussion of reasonably foreseeable future projects. This section evaluates other planned highway improvement projects in the area for potential cumulative effects on the resource base impacted by the proposed project. Specific impacts evaluated consist of Section 4(f) lands, cultural resources, desert bighorn sheep, desert tortoise, and visual resources.

We appreciate the opportunity to comment on the DEIS. Please send us two copies of the Final Environmental Impact Statement (FEIS) at the same time it is officially filed with the U.S. EPA's Washington, D.C. office. If you have any questions, please feel free to call me or have your staff call David J. Carlson of my staff at 415-744-1577.

Sincerely,



David Farrel, Chief  
Office of Federal Activities

cc: Jeffrey R. Brooks, FHWA, San Francisco  
Katiann Wong-Murillo, FHWA, San Francisco  
Steve Thomas, FHWA-AZ

#### Response to Comment A6-6

The preferred alternative will result in approximately 0.66 acres of temporary fill and 0.11 acres of permanent fill placed in waters of the U.S. from construction of bridges over the dry washes tributary to the Colorado River. The main bridge will be a clear-span structure, requiring no fill or footings below the ordinary high water mark of the Colorado River. The avoidance and minimization measures stipulated in the EIS to reduce impacts on water resources will be adopted in the ROD, implemented during construction, and monitored for effectiveness.

Relocation of the Reclamation sewer evaporation ponds has been discussed in the EIS as an impact of the preferred alternative. Subsequent to circulation of the DEIS, additional archaeological survey was conducted on the Arizona side of the Sugarloaf Mountain alignment to include the sewer pond and transmission tower relocation area within the area of potential effects of the Hoover Dam Bypass Project. Although the relocation design has not been developed, the FEIS commits to maintaining access to the ponds by wildlife currently using the existing water source.

#### Response to Comment A6-7

The following detail has been included in the FEIS on the specific BMPs that will be applied and on the applicable water quality design standards and how the adopted mitigation measures for the preferred alternative will protect those standards for receiving waters.



U.S. EPA Comments- Draft Environmental Impact Statement  
Hoover Dam Bypass  
Nevada and Arizona  
November, 1998

#### GENERAL COMMENTS:

##### Indirect Impacts:

A6-2 The DEIS was unclear regarding the possibility for relocation of transmission power lines and utilities which appear to be common in the area. We are concerned that it appears that any of the alternatives could impact these facilities causing them to either be removed and then modified or relocated altogether. If the power lines and transmission towers will need to be relocated depending on alternative, we recommend that the FEIS discuss the impacts, related to further construction, erosion, and intrusion into sensitive habitats. There are references that there may be utility relocations and relocation of the transmission lines, but there was no definitive discussion and disclosure of the degree and effect of the impacts.

##### Cumulative Impacts:

A6-3 We appreciate the discussion of the cumulative effects related to the project and the area, however, we found the discussion to be too vague to clearly have an understanding of past, present and future effects. The discussion mentions impacts related to the existing facilities which have already occurred, without discussing what those effects were. Obviously, the construction of Hoover Dam and the related power generation facilities had a dramatic and profound effect on the environment, yet that action is never treated in the appropriate detail. The DEIS briefly mentions the development of facilities, but does not discuss the specific long-term effects to any aspect of the environment. For example, is there a sense of the condition of water quality over time, and is it getting better or worse due to on-going or past activities? Has there been a change in the quality, and function of the wetlands in the area? The DEIS mentioned that the construction of the Dam had profound effects on the fish species downstream, could there be others and what have other actions done to either further or reduce that impact?

A6-4 Also, the discussion was focused on Highway projects and roadway programs in the area. Certainly this seems to be a logical connection to examine the related activities with this project however, the CEQ regulations, as were correctly pointed to in the DEIS, state that any action regardless of agency or person should be examined. While the discussion mentions that no major actions are proposed for the area, the section did not indicate what programs or proposals have been on-going that may be minor in nature but continue to have an effect on the environment. For example, what are BOR and NPS's current management practices of the area, what has been their effect and is there a proposal to change those.

A6-5 While the DEIS recognizes that these impacts from the other future planned road development projects, when taken in context with this project, will be long-term, it relies too heavily on the fact that the individual projects' mitigations will minimize the cumulative effect. We don't believe this to be true. Cumulative effects may result from repeated or similar actions

Implementation of BMPs along the project corridor will dramatically reduce water quality impacts to the Colorado River below Hoover Dam. As discussed in Chapter 3 of the EIS, both construction and operational impacts are to be mitigated through the use of BMPs. During construction, it will be imperative to manage stormwater runoff above and below the project so that the net impact to receiving water is negligible. This will be achieved by routing upslope runoff around the construction site, minimizing exposure to disturbed slopes, and collecting and treating onsite runoff and discharging it so that the water quality entering the receiving waters is not impaired.

During system operation, channels conveying roadway-derived runoff will be designed to resist erosion. Cut-and-fill slopes will be stabilized using vegetative and/or mechanical means, and roadway-derived runoff will be captured and treated to remove suspended solids prior to discharging from the project area.

For both the construction and operation phase, the main concern will be to isolate runoff-rich suspended sediment in treatment basins. By ignoring this issue, the volume of runoff derived from this project, although small, could potentially impact receiving water quality to varying degrees. Immediately downstream of the project area, sediment-rich roadway runoff could mix with unimpaired runoff and degrade localized water quality. Further downstream, as additional runoff water is added, the impacts from the project area are reduced due to dilution. By the time the roadway runoff enters the Colorado River, effects to water quality from the roadway would most likely be negligible. Based on the anticipated impacts to water quality immediately downstream of the roadway, water quality parameters, such as suspended solids, turbidity, color and total dissolved solids (TDS), will be elevated if not collected and treated. It is possible this runoff could exceed the threshold limits for suspended solids and turbidity. Collecting and treating this runoff prior to discharging to natural drainage channels will prevent impacts to localized water quality.

U.S. EPA Comments- Draft Environmental Impact Statement  
Hoover Dam Bypass  
Nevada and Arizona  
November, 1998

A6-5 that, though the direct effects have been minimized, the effects interact to produce cumulative effects greater than the sum of the effects from the individual projects. Cumulative effects should be analysed in terms of specific resource, ecosystem, or human community being affected. We believe that you have identified specific resource area where further analysis is warranted, such as; Desert Tortoise and Big horn sheep habitat, dry wash water quality and their associated communities of vegetation and wildlife, and cultural properties. We recommend that you consult with the recent (January 1997) CEQ guidance on evaluating cumulative impacts. We also recommend that you convene a meeting of the other resource agencies, and the BOR and NPS to discuss these issues. We would be pleased to assist your office in beginning the process of examining the cumulative effects.

#### WATER QUALITY AND WATERS OF THE U.S.

A6-6 We strongly believe that based upon the scarceness of water resources and the rarity of wetland ecosystems in the area, avoidance of impacts to those areas is an imperative. The DEIS goes into some detail regarding the areas of the dry washes and riparian areas, giving the impression that many of these areas are of high value and function. We appreciate the DEIS discussion of avoidance and minimization measures to reduce impacts, and highly recommend that all of those measures; bridge designs to avoid waters (pg. 3-35), erosion protections for culverts, bridges and construction activities, and channel designs, to minimize sedimentation into open water are implemented and vigorously monitored.

We are concerned that there was no mention of what would become of the water sources that are either removed or modified by the alternatives. For example, would the sewage treatment ponds, that currently serve as water sources for wildlife, be replaced in another location and if so where, and would it be accessible by the populations of wildlife currently using the existing facilities. This should be further addressed in the FEIS.

A6-7 We appreciate the recognition of NPDES and the importance of implementing Best Management Practices during construction and operation of the project. We recommend that the FEIS contain more detail on these measures once a preferred alternative is selected. The FEIS should discuss what the water quality standards are for the receiving waters, and which measures will be implemented that will enable FHWA and the project to protect those standards.

#### HAZARDOUS WASTE

A6-8 We are concerned that information regarding the extent of contaminated sites was not presented in the DEIS. Information regarding the types of contamination and the level to which areas may be contaminated should be collected and disclosed at the DEIS stage, to enable the decisionmaker and public to voice their preference on alternatives with a complete set of information regarding all environmental effects. This would be pertinent to understanding the

The standards of water quality below Hoover Dam that will be pertinent to this project are as follows:

Parameter	Water Quality Standards for Beneficial Uses
Temperature °C – maximum	Nov.-Apr.: ≤ 13°C May-June: ≤ 17°C July-Oct: ≤ 23°C ΔT ≤ 2°C
pH Units	S.V.: 7.0 – 8.3 ΔpH: ± 0.5 Max.
Total Phosphates (as P) – mg/L	A-Avg.: ≤ 0.05 ---
Nitrogen Species (N) – mg/L	Nitrate S.V.: ≤ 10 Nitrate S.V.: ≤ 0.6 Ammonia S.V.: ≤ 0.2 (un-ionized)
Dissolved Oxygen – mg/L	S.V. Nov.-May: ≥ 6.0 June-Oct.: ≥ 5.0
Suspended Solids – mg/L	S.V.: ≤ 25
Turbidity – NTU	S.V.: ≤ 10
Color – PCU	Increase must not be more than 10 PCU above natural conditions
Total Dissolved Solids – mg/L	S.V.: ≤ 723
Alkalinity (as CaCO <sub>3</sub> ) – mg/L	Less than 25 percent change from natural conditions
Fecal Coliform – No./100 mL	≤ 200/400°

#### Response to Comment A6-8

The FEIS Hazardous Materials section has been augmented to include information on the extent of contaminated sites affecting implementation of the project alternatives, with emphasis on the preferred alternative. Under Affected Environment (Section 3.10.1), additional details are provided about the following sites: the Reclamation Warehouse, including previously listed hazardous materials and leaking USTs at the site and details from a 1996 inspection report, wherein paint waste samples were tested for lead; the visitor center construction staging and disposal area site descriptions include additional details on previous hazardous material storage from the

U.S. EPA Comments- Draft Environmental Impact Statement  
Hoover Dam Bypass  
Nevada and Arizona  
November, 1998

A6-8 potential risks, costs, and procedures that may be encountered depending on alternative and the type and extent of contamination.

FHWA does not identify in the DEIS that the provisions of the Resource Conservation and Recovery Act (RCRA) and associated state hazardous waste disposal requirements apply to this project, and does not disclose how FHWA proposes to handle and treat hazardous material if it is encountered. Therefore, in the FEIS, FHWA should identify that the provisions of the Resource Conservation and Recovery Act (RCRA) and associated state hazardous waste disposal requirements apply to this project, and disclose how FHWA proposes to handle and treat the hazardous material. We recommend that the FEIS describe in detail the procedures that FHWA will follow in order to meet the requirements. The FEIS should discuss:

A6-9 1) that FHWA or their contractor may become a hazardous waste generator upon extraction of the soils, 2) that a generator Identification number must be obtained in order to transport hazardous materials, and identify the location of, and haul-route to, the anticipated disposal facility 3) the methods that will be used to treat the material on-site, and 4) the procedures that will be used to comply with the land ban requirements for handling and disposing of hazardous waste. The FEIS should also disclose that FHWA or the contractor has met all of the provisions of the OSHA regulations regarding health and safety and handling of hazardous waste. We also recommend that the FEIS discuss how FHWA will determine which soils will be handled as hazardous waste and which soils will be handled as non-hazardous waste and if there will be further soils sampling as the project progresses.

A6-10 The FEIS should also disclose if there could be airborne concentrations of the hazardous materials found in the soils and which control measures will be followed by FHWA to ensure that the airborne toxics concentration levels do not exceed any state or federal standards.

A6-11 We were concerned with the discussion of mitigation measures for hazardous materials impacts found on Page 3-113. It seems that this is a discussion more appropriate for mitigation for energy use rather than hazardous materials clean up and disposal. We recommend that if this is a discrepancy, that the FEIS contain the appropriate discussion for mitigation for hazardous materials treatment, following the suggestions above.

#### RECREATIONAL OPPORTUNITIES

A6-12 We were concerned that we could not find a discussion of the traffic operations on the remaining US 93 and Hoover Dam, and the recreational opportunities, once the Bypass is constructed. Will there be more opportunities for more passive uses of the dam and enhanced bicycle and pedestrian access? We understand that FHWA and NPS may be meeting to discuss this further once a preferred alternative is selected. We recommend that those discussions are disclosed in the FEIS.

Reclamation 1992 Level I Contaminant Surveys for the project alternatives; and updated information for the A&N Switchyard based on interviews with WAPA staff indicating no polychlorinated biphenyl (PCB) use on the site.

Under Environmental Consequences (Section 3.10.2.2), the FEIS concludes that contaminated soil may be encountered at the Reclamation Warehouse and the A&N Switchyard, and that there is a potential for encountering hazardous materials at the visitor center construction staging and disposal areas. Due to a lack of existing information, further studies and soil sampling will be completed prior to advertising for construction at the Reclamation Warehouse to determine handling, treatment, and disposal requirements; this will ensure a more complete bid document and minimize surprises during construction. Procedures for discovery of unknown hazardous materials during construction are also discussed for the potentially contaminated sites.

#### Response to Comment A6-9

As discussed in response to Comment A6-8, the FEIS commits FHWA to conducting further soils sampling during final design of the preferred alternative, if the identified sites with potential environmental contamination cannot be avoided. These sites are the Reclamation Warehouse, the contractor staging/disposal areas for construction of the visitor center, and the A&N Switchyard; however, at this time it does not appear that the switchyard will be directly or indirectly impacted by development of the Sugarloaf Mountain alignment.

The FEIS also states that if hazardous materials are discovered during soil sampling or construction, FHWA or its contractor may become a hazardous waste generator. A generator identification number would need to be obtained in order to transport hazardous materials, identify the hazardous material, and disclose the haul route to a specific treatment and/or disposal facility. The FEIS also stipulates that the contractor would be required to comply with all requirements of the RCRA, associated state hazardous waste disposal requirements, and all of the provisions of the OSHA regulations regarding health and safety of workers, and handling of hazardous waste.

## SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

### ENVIRONMENTAL IMPACT OF THE ACTION

#### "LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### "EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

#### "EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### "EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### ADEQUACY OF THE IMPACT STATEMENT

#### Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

#### "Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

#### "Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

## Response to Comment A6-10

The FEIS discloses that contaminants could become airborne during removal at the Reclamation Warehouse. Hence, additional control measures would be taken to ensure that airborne toxics concentration levels do not exceed any state or federal standards. Specific appropriate control measures will be determined by FHWA, depending on the nature and extent of the hazardous materials identified, during the design phase soil sampling.

## Response to Comment A6-11

Section 3.10.3 of the FEIS has been revised to include appropriate mitigation measures for hazardous materials treatment. These measures address: conducting site assessments and soils sampling (depending on individual site conditions) at the Reclamation Warehouse, the contractor disposal areas, the A&N Switchyard, and the Reclamation sewer evaporation ponds; abating airborne toxics (if needed); monitoring soil excavation to segregate out any contaminated soils; handling and treatment or removal of contaminated soils in compliance with applicable state and federal regulations; and disposal of contaminated soils in accordance with applicable environmental regulations.

## Response to Comment A6-12

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project.

The project traffic analysis indicates the U.S. 93 dam crossing currently operates at LOS F with 11,500 vehicles per day (average), whereas there would be 26,000 vehicles per day crossing the dam in year 2027 without the bypass (see EIS Appendix A). With opening of the new bypass bridge, truck traffic will be prohibited from crossing the dam. The future bypass bridge is projected to carry 19,900 vehicles per day in year 2027. As discussed in the EIS (Section 3.8.2.2), this diversion of through traffic (and all trucks) from atop Hoover Dam to the new bridge will enhance the recreational experience at the dam complex due to increased pedestrian safety, reduced congestion and accidents, and elimination of noise and air pollutants emitted by trucks.



BOB MILLER  
Governor

JOAN G. KERSCHNER  
Department Director

A7  
STATE OF NEVADA  
DEPARTMENT OF MUSEUMS, LIBRARY AND ARTS  
STATE HISTORIC PRESERVATION OFFICE  
100 N. Stewart Street  
Carson City, Nevada 89701-4285

RONALD M. JAMES  
State Historic Preservation Officer

November 9, 1998

Mr. Terry Haussler  
Federal Highway Administration  
555 Zang Street Room 259  
Lakewood CO 80228

RE: Proposed U.S. Highway Hoover Dam Bypass Draft Environmental Impact Statement, Colorado River basin, Clark County.

Dear Mr. Haussler:

The Nevada State Historic Preservation Office (SHPO) reviewed the subject document and has the following comments:

- A7-1 1. The unevaluated Traditional Cultural properties that might exist within the area of potential effect (APE) should be addressed within the general discussion of effects to historic properties. The Table on page ES-5 should include effects to potential Traditional Cultural Properties. The statement under each alternative might read as follows:  
Potential effect to 4 (5) historic features eligible for or listed in the National Register.  
Potential effect to unevaluated Traditional Cultural Properties.
- A7-2 Table ES-3, page ES-10, should include potential adverse effects to the unevaluated Traditional Cultural Properties. If these features are determined eligible, and the undertaking will pose an adverse effect to these properties, this effect would also require a MOA regardless of the alternative chosen. The table should be revised to reflect this possibility.
- A7-3 Table ES-3, page ES-11, should include a discussion of the unevaluated Traditional Cultural Properties in the discussion of "Land Use/Section 4 (f) Effects". Again these properties need to be addressed under all three build alternatives.
- A7-4 2. Consultation with this office, and possibly the Keeper of the Register, concerning the National Register eligibility of the potential Traditional Cultural Properties in the APE in Nevada has not been conducted. The Affected Environment section of the document (3.5.1, page 3-42 paragraph 4) should reflect this fact.

### Response to Comment A7-1

May-June 1998 site visits and field interviews with tribal elders, conducted for FHWA by the University of Arizona, resulted in completion of an ethnographic study report for the Hoover Dam Bypass Project in December 1998. That report included preliminary findings, summarized in the DEIS, indicating the presence of potentially significant traditional cultural properties in the vicinity of the bypass project.

The SHPOs subsequently requested that FHWA conduct an ethnohistoric study to provide documentary context for assessing the potential traditional cultural properties identified by the tribal elders during the 1998 field interviews, and that FHWA commence formal government-to-government consultation with affected Native American tribes concerning the significance and National Register eligibility of the potential traditional cultural properties in the project area. At the first meeting between the Native American tribal representatives and the federal agencies, held on January 11, 2000, the tribes requested that ethnographic studies be expanded to other locations and include additional tribes and elders. As a result, the University of Arizona conducted additional site visits and interviews during May 2000. The resulting report, coupled with the ethnohistoric assessment report, provided documentation supporting a determination by FHWA and the SHPOs that the Gold Strike Canyon and Sugarloaf Mountain TCP is eligible for the National Register of Historic Places.

Table ES-1 has been revised to reflect this new TCP information. (See also EIS Section 3.5 for full discussion of the TCP.)

Mr. Terry Haussler  
November 9, 1998  
Page 2 of 2

Thank you for providing this office with an opportunity to comment on this document.

If you have any questions concerning this correspondence, please feel free to contact me by phone at (702) 687-5138 or by e-mail at [rlpalmer@clan.lib.nv.us](mailto:rlpalmer@clan.lib.nv.us).

Sincerely,

  
Rebecca Lynn Palmer  
Historic Preservation Specialist

#### Response to Comment A7-2

In June 2000 FHWA applied the criteria of adverse effect and determined, in consultation with the Nevada and Arizona SHPOs, that the undertaking would have an adverse effect on the Gold Strike Canyon and Sugarloaf Mountain TCP. As a result, a Programmatic Agreement (PA) that commits FHWA to implement specific activities and mitigation measures to resolve the adverse effects on historic and cultural properties from the preferred alternative was developed in consultation among the ACHP, FHWA, Nevada and Arizona SHPOs, NPS, Reclamation, WAPA, NDOT, ADOT, and interested Native American Tribal Governments.

Table ES-1 has been revised to include the adversely affected TCP, and Table ES-3 has been revised to include the Programmatic Agreement.

#### Response to Comment A7-3

Discussion of the TCP has been added to Table ES-3, under "Land Use/ Section 4(f) Effects."

#### Response to Comment A7-4

See response to Comment A7-1.

Cover letter for A8 and A9

BOB MILLER  
Governor

STATE OF NEVADA

JOHN P. COMEAUX  
Director



DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200

Carson City, Nevada 89701-4298

Fax (702) 687-3983

(702) 687-4065

November 3, 1998

Terry Haussler  
Federal Highway Administration  
555 Zang Street Room 259  
Lakewood, CO 80228

Re: SAI NV # E1999-040  
HPD-16

Project: DEIS for the Hoover Dam Bypass Project

Dear Terry Haussler:

Enclosed are the comments from the Nevada Natural Heritage Program, and the Divisions of State Lands, Health and Environmental Protection concerning the above referenced report. In addition, please find the Nevada Guidelines for Revegetation, which outline the State's position. These comments constitute the State Clearinghouse review of this proposal as per Executive Order 12372. Please address these comments or concerns in your final decision. If you have questions, please contact me at 687-6367.

Sincerely,

A handwritten signature in cursive script, reading "Heather K. Elliott".

Heather K. Elliott  
Nevada State Clearinghouse/SPOC

Enclosures

1-21

A8

# NEVADA STATE CLEARINGHOUSE

Department of Administration  
Budget and Planning Division  
209 East Musser Street, Room 200  
Carson City, Nevada 89701-4298  
(702) 687-4065  
fax (702) 687-3983

RECEIVED SEP 28 1998

DATE: September 25, 1998

Governor's Office  
Agency for Nuclear Projects  
Business & Industry  
Agriculture  
Energy  
Minerals  
Economic Development  
Tourism  
Fire Marshall  
Human Resources  
Aging Services  
Health Division  
Indian Commission  
Colorado River Commission

Legislative Counsel Bureau  
Information Technology  
Emp. Training & Rehab Research Div.  
PUC  
Transportation  
UNR Bureau of Mines  
UNLV Library  
Historic Preservation  
Emergency Management  
Washington Office  
Nevada Assoc. of Counties

Conservation-Natural Resources  
Director's Office  
State Lands  
Environmental Protection  
Forestry  
Wildlife  
Region 1  
Region 2  
Region 3  
Conservation Districts  
State Parks  
Water Resources  
Water Planning  
Natural Heritage  
Wild Horse Commission

Nevada SAI# E1998-040

Project: Draft Environmental Impact Statement for the Hoover Dam Bypass project on US 93

☒ Yes ☐ No Send more information on this project as it becomes available.

## CLEARINGHOUSE NOTES:

Enclosed, for your review and comment, is a copy of the above mentioned project. Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than **November 2, 1998**. Use the space below for short comments. If significant comments are provided, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Heather Elliott, 687-6367.

## THIS SECTION TO BE COMPLETED BY REVIEW AGENCY:

☐ No comment on this project  
☐ Proposal supported as written  
☐ Additional information below

☐ Conference desired (See below)  
☒ Conditional support (See below)  
☐ Disapproval (Explain below)

## AGENCY COMMENTS:

A8-1 We request that the final EA analyze the potential effects of the various alternatives on the introduction and/or further spread of invasive, noxious, and other undesirable weed species through disturbance and other construction activities, and incorporate all necessary monitoring and control measures to avoid such impacts.

James D. Morefield  
Signature

Natural Heritage  
Agency

10/29/98  
Date

## Response to Comment A8-1

BMPs, such as hosing of equipment to deter the spread of seeds, will be implemented during construction and monitored for effectiveness.



**NEVADA STATE CLEARINGHOUSE**

Department of Administration  
Budget and Planning Division  
209 East Musser Street., Room 200  
Carson City, Nevada 89701-4298  
(702) 687-4065  
fax (702) 687-3983

DATE: September 25, 1998

Governor's Office  
Agency for Nuclear Projects  
Business & Industry  
Agriculture  
Energy  
Minerals  
Economic Development  
Tourism  
Fire Marshall  
Human Resources  
Aging Services  
Health Division  
Indian Commission  
Colorado River Commission

Legislative Counsel Bureau  
Information Technology  
Emp. Training & Rehab Research Div.  
PUC  
Transportation  
UNR Bureau of Mines  
UNR Library  
UNLV Library  
Historic Preservation  
Emergency Management  
Washington Office  
Nevada Assoc. of Counties

**DIVISION OF STATE LANDS**  
Conservation-Natural Resources  
Director's Office  
State Lands  
Environmental Protection  
Forestry  
Wildlife  
Region 1  
Region 2  
Region 3  
Conservation Districts  
State Parks  
Water Resources  
Water Planning  
Natural Heritage  
Wild Horse Commission

PLM
MNE
TEPV
MARTY
BARW
REX
KAM
RCN
DCN
DAVE
ED
RTA
KM
W-RM
KAT

Nevada SAI # E1999-040

Project: Draft Environmental Impact Statement for the Hoover Dam Bypass project on US 93

☐ Yes ☐ No Send more information on this project as it becomes available.

**CLEARINGHOUSE NOTES:**

Enclosed, for your review and comment, is a copy of the above mentioned project. Please evaluate it with respect to its effect on your plans and programs the importance of its contribution to state and/or local areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than **November 2, 1998**. Use the space below for short comments. If significant comments are provided, please use agency letterhead and include the Nevada SAI number and comment due date for our reference. Questions? Heather Elliott, 687-6367.

**THIS SECTION TO BE COMPLETED BY REVIEW AGENCY:**

☐ No comment on this project  
☐ Proposal supported as written  
☒ Additional information below  
☐ Conference desired (See below)  
☐ Conditional support (See below)  
☐ Disapproval (Explain below)

**AGENCY COMMENTS:**

A9-1 An easement from the Nevada Division of State Lands for encroachment into the Colorado River will be required before construction. Contact State Lands at 333 W. Nye Lane Room 118 Carson City NV 89706. (702) 687-4363

Signature [Signature]  
s:\ha\clear\clear.doc

State Lands  
Date 10/29/98

Date

**Response to Comment A9-1**

The preferred alternative does not require an easement from the Nevada Division of State Lands for encroachment into the Colorado River prior to construction. State Lands has jurisdiction below the "pools" south of Hoover Dam; however, the Sugarloaf Mountain alignment crosses the Colorado River north of the "pools."

This easement would only have been required for the Gold Strike Canyon Alternative.

NOV-2-88 MON 17:38

P. 02

A10

BOB WALLER  
Governor

YVONNE SYLVA  
Administrator

CHARLOTTE CRAWFORD  
Director

VACANT  
State Health Officer



STATE OF NEVADA  
DEPARTMENT OF HUMAN RESOURCES  
HEALTH DIVISION  
BUREAU OF HEALTH PROTECTION SERVICES

November 2, 1988

Nevada State Clearinghouse  
Department of Administration  
Budget and Planning Division  
209 East Musser Street, Room 200  
Carson City, Nevada 89701-4298

RE: NEVADA S&H E1998-040 DRAFT ENVIRONMENTAL IMPACT  
STATEMENT FOR THE HOOVER DAM BYPASS PROJECT ON US 395

The Nevada State Health Division, Bureau of Health Protection Services, has received the Draft Environmental Impact Statement for the Hoover Dam Bypass Project on United States Highway 95 (US 95). The Nevada State Health Division supports two (2) of the three (3) alternatives. Both the Sugarloaf at Mountain Alternative and the Gold Strike Canyon Alternative are acceptable for the Hoover Dam Bypass without comment. However, the Nevada State Health Division is concerned with the Promontory Point Alternative Bypass.

There are several public water systems that draw their drinking water from Lake Mead. The most critical of these water systems is the Hoover Dam public water system which draws its drinking water at the dam. Since the Promontory Point Alternative proposes to span Lake Mead at or near the dam, the Nevada State Health Division is concerned with the possibility of a traffic accident that may cause a spill into the lake, thereby, subjecting the drinking water to possible pollution and/or contamination.

Thank you for the opportunity to comment on this issue. If you have any questions, please call me at (702) 687-4754, extension 230.

Sincerely,

*Rick Reighley*  
Rick Reighley, P.E.  
Public Health Engineer  
Bureau of Health Protection Services

cc: Jon Palm, Manager, Public Health Engineering

- ☐ Bureau Administration  
1179 Fairview Drive  
Suite 201  
Carson City, NV 89701-5405  
(702) 687-6363  
Fax (702) 687-6197
- ☐ Public Health Engineering  
1179 Fairview Drive  
Suite 101  
Carson City, NV 89701-5405  
(702) 687-4754
- ☐ Radiological Health  
1179 Fairview Drive  
Suite 102  
Carson City, NV 89701-5405  
(702) 687-5394  
Fax (702) 687-5751
- ☐ Environmental Health  
1179 Fairview Drive  
Suite 104  
Carson City, NV 89701-5405  
(702) 687-4750
- ☐ Health Protection Services  
820 DeRose Street  
Suite A  
Las Vegas, NV 89107  
Engineering and Food  
(702) 498-5058  
Radiological Health  
(702) 498-5280  
Fax (702) 498-5024
- ☐ Health Protection Services  
850 Elm Street  
Reno, NV 89501-3348  
(702) 753-1138/1148
- ☐ Health Protection Services  
475 W. Haskell Street  
Room 38  
Wendover, NV 89445  
(702) 623-6588
- ☐ Health Protection Services  
158 N. Taylor Street  
Suite 199  
Fallon, NV 89406-3324  
(702) 423-2281
- ☐ Health Protection Services  
P.O. Box 838  
Ely, NV 89301-0838  
(702) 289-3265
- ☐ Health Protection Services  
P.O. Box 687  
Tonopah, NV 89049-0687  
(702) 482-3997

### Response to Comment A10-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

### Response to Comment A10-2

One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead.

Furthermore, the issue of bridge traffic accident spills potentially polluting drinking water sources in the Colorado River is a concern with the preferred alternative (several downstream entities rely on Colorado River water as a potable source also). A spill containment system will be incorporated into the bridge design that will trap potential pollutants resulting from spills. The system will also function as an engineered system to collect and contain storm runoff that is generated from the bridge. (See EIS Section 3.4.3.2, Water Quality Operational Mitigation).

A11

STATE OF NEVADA  
BOB MILLER  
Governor



Waste Management  
Corrective Actions  
Federal Facilities

Air Quality  
Water Quality Planning  
Facsimile 687-6396

PETER C. MORROS, Director  
ALLEN BIAGGI, Administrator

(702) 687-4670  
TDD 687-4678

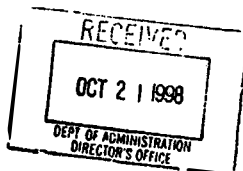
Administration  
Water Pollution Control  
Facsimile 687-5856

Mining Regulation and Reclamation  
Facsimile 684-5259

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES  
DIVISION OF ENVIRONMENTAL PROTECTION

333 W. Nye Lane, Room 138  
Carson City, Nevada 89706-0851

October 19, 1998



CLEARINGHOUSE COMMENTS

NDEP # 1999-053  
SAI NV # E1999-040

TITLE: USDOT-FHA Draft EIS for Hoover Dam bypass bridge

The Division of Environmental Protection has reviewed the aforementioned State Clearinghouse item and has the following comments:

A11-1

The project proponent will be required to obtain a NPDES water pollution control discharge permit for rolling stock. It is anticipated that extensive erosion control measures will be required. Re-vegetation of the disturbed sites after completion of the project will be required. Required water quality monitoring will depend upon which site option is eventually chosen.

*David R. Cowperthwaite*

David R. Cowperthwaite  
Clearinghouse Coordinator  
Division of Environmental Protection

**Response to Comment A11-1**

The EIS list of permits and approvals that will be required for the project includes a NPDES water pollution control discharge permit to be issued by the Nevada Division of Environmental Protection (Chapter 7, Table 7-1). Specific erosion control measures will be developed for the project during final design and will be consistent with permit requirements and the *Nevada Guidelines for Revegetation* (July 1, 1998). The guidelines will be implemented under BMPs for construction.

Due to the need for construction in steep terrain, erosion control and revegetation measures will be paramount in protecting water quality both within the project area and downstream. However, much of the project will be constructed through solid rock. Steep rock cuts, as well as rock fills, are not susceptible to erosion and may not be revegetated.

Design features and mitigation measures specific to the localized terrain will dictate the need and location for water quality monitoring.

**NEVADA STATE CLEARINGHOUSE**

Department of Administration  
Budget and Planning Division  
209 East Musser Street, Room 200  
Carson City, Nevada 89701-4298  
(702) 687-4065  
fax (702) 687-3983

**NEVADA GUIDELINES FOR REVEGETATION**

July 1, 1998

Dear Cooperator:

Please find the attached Nevada Guidelines for Revegetation (hereinafter "Guidelines") for your use. Historically, the review of revegetation activities throughout the state has produced a variety of perspectives for the Nevada State Clearinghouse, creating comment conflicts between agencies. Conflict resolution has required both time and energy, resulting in economic impacts and confusion for our clients. The Guidelines represent the combined efforts of numerous State of Nevada agencies and the Nevada Seedbank Coordinating Committee, each of whom are involved in land use, transportation, research, education and/or natural resource management activities. Our goal is to bring a consistent basis and a common starting point for applicable Nevada agencies regarding revegetation activities throughout the state. It is our mutual hope that the Guidelines will assist the public and private sector in understanding the State of Nevada's position on revegetation, thus improving efficiencies and economy in environmental assessments and project design and review processes.

It should be emphasized that these are Guidelines and are not to be construed as regulatory in any form or fashion. The Guidelines can be utilized for any revegetation project in the State of Nevada, consistent with the site specific objectives of the project.

The purpose of revegetation supported by the State of Nevada is to return the land to conditions and productive use(s) as similar as practical to its pre-disturbance conditions and use(s), or to a site specific desired plant community. The Guidelines provide the reader revegetation objectives, planning considerations and general preferences for selecting plant species. Additional information is available from the Nevada State Clearinghouse (702)-687-6367.

## NEVADA

### GUIDELINES FOR REVEGETATION

The botanical makeup of Nevada has unarguably changed over the last two hundred years. The introduction of some exotic European, Asian, noxious and other plant species into Nevada, both accidentally and deliberately, has altered native plant communities. Some of these exotic and noxious plants can become dominant and exclude native plants from an area, and have resulted in substantial economic impacts to some sectors of the state. While usually desirable, reintroducing native plants into these areas is sometimes not practical or even possible, and the impacts on the rest of the ecosystem must be considered. In general, viable habitats and land stabilization must be the final objective of any revegetation or reclamation project. These guidelines are provided to assist in the preliminary planning process for projects involving revegetation. Consultation with appropriate State agencies is advised and encouraged for either site-specific, or general questions and concerns that may arise.

#### Definitions

The following definitions are offered to aid with these revegetation guidelines:

Conversion: replacement of one or more dominant plant species with another plant species.

Desired Plant Community: a plant community which produces the kind, proportion, and amount of vegetation necessary for meeting or exceeding the land use plan/activity plan objectives established for an ecological site(s). The desired plant community must be consistent with the site's capability to produce the desired vegetation through management, land treatment, or a combination of the two.

Exotic: any plant species not falling under the native definition.

Exotics Indigenous to North America: a plant species that is indigenous to North America but not to Nevada.

Invasive: tending to displace, or increase in cover relative to, surrounding vegetation.

Locally Adapted Natives: a native species that has adapted to the climate and soil conditions of a specific area.

Native: plants indigenous to Nevada immediately prior to European contact.

Non-Persistent Exotic: an annual or perennial exotic that dies off in less than 10 years, or is pushed out as native vegetation becomes established.

**Noxious Weeds:** any species of plant which is, or is liable to be detrimental or destructive and difficult to control or eradicate, which the Administrator (Division of Agriculture), by regulation, designates to be a noxious weed.

**Off-site Natives:** a native plant species whose seed source is from an area with different climate and/or soil conditions (e.g., a species that is native to one part of the State being used in another part of the State).

### **Purpose**

The purpose of revegetation supported by the State of Nevada is to return the land to conditions and productive use(s) as similar as practical to its pre-disturbance conditions and use(s), or to a site specific desired plant community.

### **Revegetation Objectives**

The State of Nevada urges that native or non-persistent exotic plant species be used in the revegetation process whenever and wherever possible and practical. The use of these plants can promote the long-term maintenance of Nevada's remaining native vegetation, as well as improve and restore degraded habitat. Consistent with the above Purpose, the following are the State's objectives (hereafter collectively referred to as "the revegetation objectives") for conducting or supporting revegetation projects:

- \* To utilize native or non-persistent exotic plant species in the revegetation process whenever and wherever possible and practical, and consistent with the other revegetation objectives.
- \* To promote the long term maintenance of Nevada's remaining native vegetation, as well as improve and rehabilitate degraded habitat.
- \* To provide viable habitat (forage, cover, soils, etc.) for wildlife, livestock, and other species appropriate to the site.
- \* To re-establish vegetation as quickly as necessary to minimize erosion and invasion of species inconsistent with the desired plant community.
- \* To provide fire resistant qualities to the environment where applicable to meet ecological or public safety objectives.
- \* To maximize the cover and diversity of locally adapted natives in the final re-established vegetation, consistent with the other revegetation objectives.

### **Planning Considerations**

The State of Nevada requests that projects proposing the direct or indirect alteration of existing vegetation, or creating an opportunity for invasion of unwanted exotic species, fully evaluate the likely short- and long-term impacts to,

and management needs of, vegetation in any accompanying environmental documentation. The State further requests:

- \* That impacts to existing native vegetation be minimized or mitigated;
- \* that suitable topsoil and/or growth medium be stockpiled, managed, and replaced; and
- \* that project proponents attempt to adhere to these guidelines as closely as possible, particularly in implementing measures to avoid invasions of unwanted exotic species.

When revegetation selections or practices less preferred by the State of Nevada are proposed for a particular project, the State of Nevada requests that the reasons supporting such choices be detailed in any accompanying environmental documentation.

Plant material cost and/or availability are often impediments to using otherwise-desirable native plants. The State encourages agencies and project proponents to develop pro-active cooperative efforts with suppliers of native plant materials to address these issues.

### **Conversion Activities**

Proposals for conversion should consider the impacts to all land users and uses on and adjacent to the site. All conversion projects should be based on site specific goals and objectives. Sites should be converted to an appropriate desired plant community with a preference for native plant species, when possible.

### **General Preferences for Selecting Plant Species**

Below are listed the State of Nevada's general preferences in selecting species for revegetation. This listing identifies plant species selection criteria for revegetation in order of most preferred. The most preferred selection (or combination of selections) practicable under the conditions of each specific site and project, and capable of meeting the revegetation objectives, should be used. Whenever practical and possible, revegetation activities should be conducted at the time(s) of year best suited for establishment of native species, and any off-site seed used should be certified weed-free.

**NOTE: Species listed as noxious weeds under Nevada Administrative Code Chapter 555.010 are prohibited and must be controlled**

**(Nevada Revised Statute Chapter 555.010).**

1. Use unaided natural revegetation, where the size and condition of the site make it unlikely that significant erosion, or invasion of unwanted species, would occur during plant re-establishment.
2. Use locally collected and adapted natives.
3. Purchase and use off-site natives source-identified to Nevada.
4. Use non-persistent exotic annuals or perennials.
5. Use exotics indigenous to North America.
6. Use non-invasive exotics not indigenous to North America.
7. Use invasive exotics not indigenous to North America. Invasive exotics should be used with extreme caution, and only to replace or suppress even less-desirable invasive exotics.



A12

**MOHAVE COUNTY PUBLIC LAND USE COMMITTEE**

P.O. Box 7000 ♦ Kingman, Arizona 86402-7000  
3675 E. Highway 66 ♦ (520) 757-0903 ♦ FAX 757-3577 ♦ TDD (520) 753-0728  
Michael Kondells, Chairman James Butcher, Vice Chairman



November 5, 1998

Terry Haussler  
Federal Highway Administration  
555 Zang Street, Suite 259  
Lakewood, CO 80228

Subject: Comments on Hoover Dam Bypass Project DEIS

Dear Sir:

A12-1

The Mohave County Public Land Use Committee expresses its regret at the dismissal of the alternatives which would have diverted the truck and commercial traffic around Boulder City, Nevada. The same risks of accidents involving trucks carrying flammable, hazardous and volatile loads crossing Hoover Dam also exist with passage through the center of Boulder City.

Based upon the three alternatives being evaluated in the current Draft Environmental Impact Statement and Section 4(f) Evaluation for the U.S. 93 Hoover Dam Bypass Project, the Mohave County Public Land Use Committee recommends adoption of the Sugarloaf Alternative with the steel deck arch bridge and offers the following rationale:

A12-2

1. **Steel Deck Arch Bridge:** This DEIS contains no analysis of earthquake frequency or probability. The Colorado River is an earthquake zone and there are numerous faults running near the surface and through Las Vegas. It is our belief that the steel deck arch bridge is more flexible and will sustain less damage from an earthquake than the more rigid steel cable stayed bridge or the cable suspension bridge designs.
2. **Cost:** The Sugarloaf Alternative is less expensive than the Promontory Point Alternative by some six million dollars which is only a three percent difference in cost. We feel the nature and position of the Promontory Point Alternative has a higher possibility of construction change orders and cost overruns than the other alternatives.
3. **Desert Tortoise:** The Sugarloaf Alternative has the least impact in terms of acres of Desert Tortoise habitat destruction. The tortoise numbers per 100 acres are so low there is no substantial difference in the alternatives.

**SUBCOMMITTEE CHAIRPERSONS:**

Truman Puchbauer Timber	Anita Walte Grazing	Jim Butcher Business & Industry	Vacant Air Quality & Hazardous Materials	Mike Kondells Mining	Bryan Corbin Recreation	Phil Strittmatter Transportation	Vacant Water	Don Martin Wilderness Wildlife & Endangered Species
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**Response to Comment A12-1**

One of the primary purposes of the Hoover Dam bypass is to safeguard the waters of Lake Mead, a major public drinking water source, from hazardous spills at the present narrow, accident-prone crossing of the dam (see Chapter 1 – Purpose and Need). Diverting truck and commercial traffic around Boulder City, Nevada, is not part of the purpose and need for the Hoover Dam bypass.

**Response to Comment A12-2**

See response to Comment A1-1 concerning the rationale for identifying the Sugarloaf Mountain Alternative as the preferred alternative.

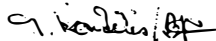
Either a concrete or steel arch or a cable-stayed bridge type (or other bridge types that may be considered) on the Sugarloaf Mountain alignment can be designed and built to meet current seismic standards.

Terry Haussler  
page 2

4. Desert Bighorn Sheep: The Sugarloaf Alternative impacts the least number of acres of lambing habitat. The one man-made water source, the sewage ponds, would have to be moved. It is probable the sheep will adapt to the new source and location if they are moved further south, as they did to the present sewage ponds. If this is true, there may be no loss. Additionally, mitigating measures such as a barrier fence should be provided to prevent the sheep from entering the roadway. The Gold Strike Alternative has serious impact on the bighorn sheep water sources on the Nevada side.
5. Visual Resources: As viewed from the dam, the Sugarloaf Alternative is more desirable than the Promontory Point view. The Promontory Point view completely despoils enjoyment of the natural landscape. There is no way to look upstream without the bridge structure dominating the view. Looking downstream toward the Sugarloaf Alternative, one could view the water or photograph the river downstream without the bridge being in the picture. The bridge and the water level would not be seen at the same time.
6. Traffic Safety: In addition to the usual and accepted Highway Safety Design Standards, any proposed view overlooks of Boulder Dam from downstream should not be accessible from any portion of the new route, but only from existing Arizona Highway 93.
7. Other Criteria: The differences in the other evaluation criteria among the three alternatives are minor and do not present a significant difference in choice.

Thank you for the opportunity to comment on this important project.

Sincerely,



Michael Kondelis, Chairman  
Mohave County Public Land Use Committee

c: Mohave County Board of Supervisors  
Chris Ballard, Planning & Zoning Director

SUBCOMMITTEE CHAIRPERSONS:

Truman Puchbauer Timber	Anita Waite Grazing	Jim Butcher Business & Industry	Vacant Air Quality & Hazardous Materials	Mike Kondelis Mining	Bryan Corbin Recreation	Phil Strittmatter Transportation	Vacant Water	Don Martin Wilderness Wildlife & Endangered Species
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Concerning Comment Number 4, barrier fencing will be installed and maintained to protect the desert bighorn sheep from traffic collisions (see Section 3.3.3.1). Reclamation's sewage evaporation ponds will be relocated for construction of the preferred alternative; the new ponds will be accessible to wildlife (see Section 3.3.3.2).

Concerning Comment Number 6, there was feedback from numerous agencies and citizens about potential traffic and pedestrian safety hazards related to providing viewing areas of the lake and dam on the new bridge. The EIS (Sections 3.7 and 3.8) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard. This determination will stand for the preferred alternative in the ROD.

However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge. Further details of such a facility cannot be determined until design of the bridge and approaches is advanced beyond the current level. Details of how people would be conveyed to the viewing facility and evaluation of environmental impacts would be addressed in a separate NEPA document if the construction scope exceeds the anticipated impacts addressed in this EIS.



## ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

Governor Jane Dee Hull

Russell F. Rhoades, Director

Planning Section, 2nd Floor  
1-800-234-5677 (Arizona Only)  
FAX: (602) 207-4634  
(602) 207-4630

November 5, 1998

Mr. James W. Keeley, P.E.  
Project Development Engineer  
USDOT Federal Highway Administration  
555 Zang Street (Room 259)  
Lakewood, CO 80228

Re: Hoover Dam by-pass on U.S. 93 draft Environmental Impact Statement (HPD-16)

Dear Mr. Keeley:

The Arizona Department of Environmental Quality, Division of Water Quality, Planning Section, appreciates the opportunity to comment on the draft Environmental Impact Statement for the Hoover Dam by-pass on U.S. 93 (HPD-16). The Arizona Department of Environmental Quality offers the following comments:

- |       |  |
|-------|--|
| A13-1 | 1. The Hoover Dam is in the Lake Mead U.S. Geologic Service Cataloging Unit (HUC 15010005). The watershed indicators scoresheet for the Lake Mead watershed suggests that stressors include turbidity, which could be exacerbated by construction activities.  |
| A13-2 | 2. The no-build alternative would require vehicles to continue using a steep approach to the dam with many switchbacks. The three build alternatives will require a new bridge be built to provide a new approach with reduced slopes and switchbacks. The risk of car accidents with their potential for contaminant releases into the environment will be reduced thereby.   |
| A13-3 | 3. The build alternatives would disturb up to 143 acres of land and habitat, with resultant temporary and potentially permanent water quality impacts. Two of the alternatives would require characterization and possible mitigation of hazardous waste sites. Habitat near the project area potentially supports several species on various special-status state or federal lists: two plants, three fish, one amphibian, three reptiles, peregrine falcon, bald eagle, willow flycatcher, seven bat species and bighorn sheep. Options for mitigating the habitat and other environmental impacts are provided in the EIS, but cannot be fully evaluated until an alternative is selected and specific plans are developed. |

3033 North Central Avenue, Phoenix, Arizona 85012, (602) 207-2300

**Response to Comment A13-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

Construction within the Lake Mead watershed would impact water quality. The Promontory Point Alternative would involve disturbing the slopes directly above Lake Mead during construction. Both during and after construction, sediment and other pollutants would enter the lake, increasing the turbidity levels. The amount of increase would depend on factors such as type and amount of sediment and location of sampling stations. The increase would be more noticeable on low-flow years for the Colorado River.

**Response to Comment A13-2**

The existing steep approaches, switchbacks, and the narrow dam crossing over Lake Mead and the Colorado River, with the resulting high potential for accidents, is one of the principal reasons for alternative routes across the Colorado River (see Chapter 1, Purpose and Need). The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River). Section 2.6.2.1 of the FEIS discusses the rationale for selection of the preferred alternative.

**Response to Comment A13-3**

The preferred alternative will result in varying short- and long-term impacts to water quality. The magnitude of these impacts will be a function of factors such as slope and amount of area disturbed. Until the actual design is underway, the potential impact to water quality and recommended mitigation measures cannot fully be quantified. The FEIS and ROD commits to specific mitigation measures identified in the USFWS Biological Opinion (Appendix E) and NPDES permit requirements developed during final design (see Section 3.4.3).

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The Arizona Department of Environmental Quality recommends that:

1. A13-4 The Management Agency and or Owner/Operator should over-see construction to ensure that discharges to all Waters of the State/Waters of the U.S. shall meet all applicable Water Quality Standards;
2. A13-5 Best Management Practices should be implemented during and after all construction phases, and throughout the life of the by-pass to protect watershed condition and riparian areas, to maintain adequate vegetative cover, and to minimize the discharge of sediment, petroleum, nutrients, bacteria and other pollutants to the watershed or to all Waters of the State/Waters of the U.S.;
3. A13-6 Best Management Practices should be implemented for construction activities for mechanical equipment to minimize ground disturbance;
4. A13-7 A monitoring program should be implemented to evaluate the effectiveness of Best Management Practices in protecting watershed condition and Waters of the State;
5. A13-8 Be aware that portable sources of air pollution i.e. rock, sand, gravel and asphaltic concrete plants are required to be permitted by ADEQ prior to commencing operations. Contractors and subcontractors working on this project may be required to comply with these regulations. Contact Mr. Prabhat Bhargava at (602) 207-2329 with the Arizona Department of Environmental Quality, Air Quality Permits Section;
6. A13-9 Where applicable the Management Agency and or Owner/Operator should demonstrate a knowledge of waste streams, permits and hazardous materials handling as well as indicate the destination of each hazardous waste being disposed off-site;
7. A13-10 Public or semi-public water supply systems shall be developed to comply with Public and Semi-Public Water Supply Systems Rules. Contact Mr. Dale Ohnmeiss at (602) 207 4648 with the Arizona Department of Environmental Quality, Program Development & Outreach Unit, regarding assistance;
8. A13-11 All underground storage tanks must be registered with ADEQ. Contact Mr. Stael Munday at (602) 207-4329 with the Arizona Department of Environmental Quality, Inspection and Compliance Unit, regarding assistance in registration;

**Response to Comment A13-4**

Agency inspection during construction will be an important aspect of ensuring waters of the State of Arizona and the U.S. meet appropriate water quality discharge standards. Through terms and conditions in the NPDES permit, both discharge limitations and water quality standards will be implemented and enforced (see Section 3.4.3).

**Response to Comment A13-5**

BMPs are to be implemented before, during, and after construction to preserve receiving water quality (Section 3.4.3).

**Response to Comment A13-6**

See response to Comment A13-5.

**Response to Comment A13-7**

Due to construction-related disturbance, steep terrain, limited vegetation, and potential for high-intensity, short-duration precipitation events, conventional BMPs will be evaluated to optimize their effectiveness at preserving downstream water quality. Depending on the terms and conditions in the NPDES permit, procedures in the evaluation process may include monitoring.

**Response to Comment A13-8**

The requirement that portable sources of air pollution (i.e., rock, sand, gravel, and asphaltic concrete plants) require an ADEQ permit has been added to the FEIS (Section 3.1.3.1 and Table 7-1).

**Response to Comment A13-9**

See response to Comment A6-11.

**Response to Comment A13-10**

No public or semipublic water supply systems will be developed for construction or operation of the proposed project.

**Response to Comment A13-11**

No USTs will be required in Arizona.

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9.  
A13-12

All solid wastes generated by the activity shall be transported to an ADEQ approved facility. Waste stored on site for more than 90 days, or will be treated or disposed of on-site, may require facility approval. Contact Mr. David Phillips at (602) 207-4122 with the Arizona Department of Environmental Quality, Solid Waste Plan Review Unit, regarding assistance in applying for this permit;
10.  
A13-13

Sewage treatment facilities for human waste shall be planned and developed in such a manner to ensure protection of both surface and groundwater resources. An Aquifer Protection Permit (APP) may be required for such facilities. Contact Mr. Charles Grafat (602) 207-4661 with the Arizona Department of Environmental Quality, Aquifer Protection Program Section, regarding assistance in applying for this permit;
11.  
A13-14

Sanitary waste facilities provided during construction phases shall be planned and developed in such a manner to ensure protection of both surface and groundwater resources;
12.  
A13-15

An Aquifer Protection Permit (APP) may be required. Contact Mr. Troy Day at (602) 207-4661 with the Arizona Department of Environmental Quality, Aquifer Protection Program Section, regarding assistance in applying for this permit;
13.  
A13-16

A Clean Water Act, Section 402, NPDES Permit is required for all ground disturbing activities which exceed 5 acres in impact. Contact Mr. Robert Wilson at (602) 207-4574 with the Arizona Department of Environmental Quality regarding assistance in applying for this federal permit;
14.  
A13-17

A Clean Water Act, Section 404 Permit may be required for the discharge of dredged or fill material into the navigable waters. Contact Ms. Cindy Lester of the US Army Corp of Engineers at (602) 640-5385 regarding a 404 Permit application. In addition a Section 401 Certification may be required and can be obtained from ADEQ. Contact Mr. Jayanta Das at (602) 207-4502 with the Arizona Department of Environmental Quality, Engineering Review and Permits, for assistance in obtaining certification;
15.  
A13-18

Prescribed burns require that air quality concerns and issues be addressed. Contact Mr. Peter Lahm at (602) 207-2356 with the Arizona Department of Environmental Quality, Evaluation Unit, regarding assistance in applying for this permit; and
16.  
A13-19

Numeric water quality standards listed in A.A.C. R18-11-109.G. must be complied with. For a copy of the A.A.C. R18-11-107, 108 and 109 water quality standards for navigable waters, please contact the Arizona Department of Environmental Quality, Division of Water Quality at (602) 207-4466.

#### Response to Comment A13-12

Construction waste material will be classified, and any solid wastes generated will be transported to an ADEQ-approved facility, selected at the contractor's option. Waste stored onsite for more than 90 days, or that is treated or disposed of onsite, may require facility approval. This stipulation is incorporated in the FEIS, Table 7-1.

#### Response to Comment A13-13

No sewage treatment facilities for human waste will be developed for construction or operation of the proposed project.

#### Response to Comment A13-14

Temporary sanitary waste facilities will be designed and developed in a manner that protects both surface and subsurface water resources. This stipulation has been added to the FEIS Section 3.4.3.1.

#### Response to Comment A13-15

If required, an APP will be obtained for project construction and operation in the State of Arizona.

#### Response to Comment A13-16

A NPDES permit will be obtained for this project as the project design nears completion (see response to Comments A13-4 and A13-7, and FEIS Table 7-1).

#### Response to Comment A13-17

Section 404 and 401 permits will be obtained during completion of final design of the bypass roadways, bridges, and ancillary facilities, when impacts can be quantified and specific mitigation measures determined (see response to Comments A4-1 and A5-2). See Table 7-1 for a complete listing of these and other anticipated permits and approvals.

#### Response to Comment A13-18

No prescribed burns will be required for the proposed project.

#### Response to Comment A13-19

For portions of the project impacting the waters of the State of Arizona, water quality standards listed in the Arizona Administrative Code will be complied with under the Section 401 permit (see Table 7-1).

November 5, 1998  
Page 4

The Arizona Department of Environmental Quality would appreciate receiving information on the progress of this project. Thank you for your cooperation, should you have any questions, please contact me at (602) 207-4535.

Sincerely,



Ren Northup, Watershed Coordinator

cc: Russell Rhoades, ADEQ  
Karen L. Smith, ADEQ  
Jack Bale, ADEQ  
Larry Stephenson, ADEQ


11/10/98 09:07:00 WAPA CONSTRUCTION OFFICE - 83833655903  
A14 NO.064 001

# WESTERN

AREA POWER  
ADMINISTRATION

**DESERT SOUTHWEST CUSTOMER SERVICE REGION**  
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Verify: 602-352-2525



Date: Nov. 10, 1998

To: Terry Hausler Company Name: Federal Highway Admin.  
Mail Code: \_\_\_\_\_ Loc: \_\_\_\_\_

From: JIM HARTZELL Mail Code: 65570 Phone: \_\_\_\_\_

Fax Number: (303) 969-5903 Verify Number: \_\_\_\_\_

Number of Pages, Including Cover Sheet: 5

Material to be Transmitted: Comments to Draft EIS on Hoover Dam  
Bypass Project

Remarks: \_\_\_\_\_

**Fax Operating Info:**

Sent By: \_\_\_\_\_

Date: \_\_\_\_\_

Time: \_\_\_\_\_

Verified: \_\_\_\_\_

PAO 1410.01

**COMMENTS ON HOOVER DAM BYPASS PROJECT** November 10, 1998**DRAFT - EIS Dated: September 1998**

By: Jim Hartzell, Maintenance Engineering, Code G5530, Desert Southwest Region, Phoenix Arizona, Western Area Power Administration, US Dept. of Energy - Phone (602) 352-2763

A14-1 Due to the very short review time I have attempted to review the entire document in one day and consider the possible impacts that may affect our electrical system or Hoover Dam power operation. It is somewhat appalled that Western Area Power Administration (WAPA) was not contacted sooner than a few days before the final comments are due on the review of the Draft EIS. From the list of report preparers I can see that Western was not invited to participate in the drafting process. With so many electrical facilities in the air throughout these three alternatives one would think that the owners of the facilities may have some input that might be helpful.

A14-2 All Dept. Of Energy(DOE) / WAPA environmental requirements should be addressed in this EIS and not require Western to prepare a new document other than an adoption, to cover environmental issues resulting in the construction work on transmission lines or substations.

**Alternative: Promontory Point**

A14-3 1) At the beginning of the project, just east of the Gold Strike Casino (assuming they re-build it after the fire), the route crosses two Western Area Power transmission lines (formerly LADWP lines) and shows the construction of a bridge and tunnel very close to existing transmission structures. Construction of bridges and tunnels will likely require blasting and this is of concern to Western due to the close proximity to the transmission structures. Highway construction of any kind near energize 230-kV (230,000 volts) transmission lines is a potential safety concern. Western inspectors will need to be on the job site any time work is being performed near our transmission lines. Potential movement of structures or alignment of the transmission line will require right-of-way issues to be addressed and associated clearances.

A14-4 This location of the road will likely effect two structures. They may need to be replaced with different structures if clearances above the new roadway is inadequate.

A14-5 2) As the highway proceeds, paralleling the existing road, it again crosses these same two lines prior to reaching the warehouse area. Structures may need to be replaced to allow adequate ground clearance between the line and the road bed. The line may even need relocated since the road looks like it may be right under the lines.

A14-6 3) Northeast of the warehouse, the road crosses under two more 230-kV lines (formerly MWD lines) and a 69-kV transmission line that provides emergency service to Kingman, Arizona. Clearance again is of concern.

A14-7 4) The road alignment next cuts right thru the abandoned 69-kV switchyard. Some of the structures in this vicinity are used with the 69-kV transmission line.

**Response to Comment A14-1**

FHWA contacted WAPA engineers and began discussing the agency's interests and concerns about this project immediately after receipt of WAPA's November 10, 1998, comments on the DEIS. This was followed up with a formal letter dated November 20, 1998, from FHWA requesting WAPA to become a cooperating agency on the EIS, in accordance with Council on Environmental Quality (CEQ) Regulation 1501.6. In a response letter dated November 27, 1998, WAPA agreed to participate in the Hoover Dam Bypass EIS process as a cooperating agency. FHWA has continued to consult with WAPA during preparation of the FEIS. (See Appendix C, Volume I, for copies of this correspondence.)

**Response to Comment A14-2**

To the extent that it is feasible, based on the limited level of engineering design completed at this time, impacts to the WAPA power transmission facilities have been identified in the FEIS (see Section 3.11.2.2). FHWA will work with WAPA during final design of the project to select the most beneficial solution when all project factors are considered. At the present time, it appears that one, and possibly two, of the transmission lines can be eliminated. There are numerous options and configurations to be evaluated. The certain elimination of one, and possibly a second, transmission crossing may result in an environmental enhancement to the area.

**Response to Comments A14-3 through A14-10**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. At the very conceptual design stage upon which the EIS build alternatives are based, WAPA correctly states that the Promontory Point Alternative would potentially impact some of the same towers affected by the preferred alternative, as well as the abandoned 69-kV switchyard, but there does not appear to be any adverse effect on transmission facilities on the Arizona side. Much of the discussion in response to Comments A14-11 through A14-20, referring to the preferred alternative, would also apply to the Promontory Point Alternative.



A14-8 | 5) Prior to crossing the lake, north of the dam, the road again crosses the 69-kV line.

6) The remainder of the roadway does not appear to have any adverse effect on transmission facilities.

A14-9 | 7) Pg. 3-109 - Though the switchyard is abandoned, there is a 69-kV transmission line that is still used as an emergency feed to cities in Arizona between Hoover Dam and Kingman, and transmission structures in the close proximity of this yard are part of the transmission line.

A14-10 | 8) Pg. 3-115 paragraph beginning: "An electric transmission ..." - It should be added that outages on transmission lines to facilitate highway construction may be limited to certain times of the year due to critical power deliveries to customers. At other times outages may be limited to certain times of the day and for short periods of time.

**Alternative: Sugarloaf Mountain**

A14-11 | 1) At the beginning of the project, just east of the Gold Strike Casino (assuming they re-build it after the fire), the route crosses two Western Area Power transmission lines (formerly LADWP lines) and shows the construction of a bridge and tunnel very close to existing transmission structures. Construction of bridges and tunnels will likely require blasting and this is of concern to Western due to the close proximity to the transmission structures. Highway construction of any kind near energize 230-kV transmission lines is a potential safety concern. Western inspectors will need to be on the job site any time work is being performed near our transmission lines. Potential movement of structures or alignment of the transmission line will require right-of-way issues to be addressed and associated clearances.

A14-12 | This location of the road will likely effect two structures. They may need to be replaced with different structures if clearances above the new roadway is inadequate.

A14-13 | 2) As the highway proceeds, paralleling the existing road, it again crosses these same two lines prior to reaching the warehouse area. Structures many needed to be replaced to allow adequate ground clearance between the line and the road bed. The line may even need relocated since the road looks like it may be right under the lines.

A14-14 | 3) Northeast of the warehouse the road curves from a northeasterly to a southeasterly direction. At the apex of this curve the roadway could impact as many as 5 transmission structures associated with three 230-kV transmission lines (two SCE lines and the Henderson line). New structures and possibly new alignments may be required for clearance.

A14-15 | 4) As the road proceeds in a southeasterly direction it crosses 6 additional lines ( the three former LADWP lines, two MWD lines, and the Hoover-Mead line.) New structures may be required for clearance.

A14-16 | 5) Now it gets really concerning. The road cuts right across the southwest corner of the Hoover

**Response to Comment A14-11**

Discussion concerning the preferred alternative's impact on WAPA towers and lines has been expanded in FEIS Section 3.11.2.2. Any necessary relocations, removals, and decommissioning of transmission lines will be performed with direct oversight by WAPA. Meetings with WAPA engineers indicate that the need for additional right-of-way is not a major concern and will not likely cause indirect impacts outside the project limits covered in this EIS. This was agreed upon during discussions between FHWA and WAPA, and the FEIS (Section 3.11) has been amended to state:

"The ultimate configuration for removal and/or relocation of towers and transmission lines will be determined during final design. The right-of-way needs for the alternative configurations are minor. A right-of-way and easement agreement will be completed with Reclamation, NPS and/or the appropriate State DOT."

**Response to Comment A14-12**

See FEIS Section 3.11.2.2.

**Response to Comment A14-13**

The alternative configurations for removal of transmission lines will eliminate vertical clearance concerns in most cases. It is possible that during erection of the bridge, temporary facilities will have to be placed to ensure adequate clearance during construction. See also the field inspection report of April 7, 1999 (Appendix C), for further discussion on this issue.

**Response to Comment A14-14**

See FEIS Section 3.11.2.2.

**Response to Comment A14-15**

See response to Comment A14-13.

A14-16 Arizona/Nevada 230-kV switchyard. In Section 2.6.2.1 this area of the alignment is referred to as "a gap in the high rock ridge that parallels the river". This gap is the location of an energized switchyard, and the transmission lines leading back to the generators at Hoover Dam.

The existing switchyard may have to be completely relocated, the transmission lines from the Dam double circuited and moved in alignment to the north, and modify the transmission lines leaving the existing switchyard. This would impact several acres of new ground.

6) The remainder of the roadway does not appear to have any adverse effect on transmission facilities.

A14-17 7) Chapter 3: Affected Environment ...  
Ref. T pg. 3-50 : Related to Construction Impacts Under Biology, states "The Southern most electrical power transmission switchyard would be indirectly affected" - There is no indirect about it. It will be affected. It will probably require moving the switchyard to a new location, leveling that site and building a new switchyard.

8) Pg. 3-115  
Comments:

A14-18 a) I find it very hard to imagine that these 4 structures are the only structures needing relocation.  
b) It seems to be implied that nothing needs to be done about the location of the switchyard.  
c) The two circuits spanning the river cannot be just removed, but need relocated or replaced with new structures in a new location. This may be possible if circuits are double circuited and the switchyard is relocated. A temporary transmission line and temporary structures will be needed during any relocation of the switchyard to minimize power outages.

A14-19 9) Power outages will be required during construction of any facilities and there are potential revenue losses due to the outages or restrictions imposed. Certain times of the year outages may be possible without penalty due to other scheduled maintenance activities.

A14-20 10) A rough cost estimate for just the potential transmission and switchyard construction would be 7-10 million dollars, which does not include any loss of revenue costs, should they apply.

#### Alternative: Gold Strike Canyon

A14-21 1) At the beginning of the project, just east of the Gold Strike Casino (assuming they re-build it after the fire), the route crosses six Western Area Power transmission lines and shows the construction of three bridges very close to existing transmission structures. Construction of bridges may require blasting and this is of concern to Western due to the close proximity to the

#### Response to Comment A14-16

One of the reconfiguration alternatives under development by WAPA includes the bypassing of the Arizona-Nevada Switchyard. This has many uncertainties at this time. It may be evaluated further in conjunction with the other alternatives as final design progresses; however, the Arizona-Nevada Switchyard bypass would be a separate future project by WAPA. In addition, this would require converting the line to the Mead Substation from a single-circuit to a double-circuit line. This conversion would occur within the right-of-way corridor using existing structures and/or footprints.

#### Response to Comment A14-17

The discussion of potential effects to the Arizona-Nevada Switchyard under EIS Section 3.5.2.4 (and elsewhere where this discussion occurs) for the preferred alternative has been changed to state the "switchyard may be directly impacted." See also response to Comment A14-16.

#### Response to Comment A14-18

As noted in response to Comment A6-1, WAPA developed preliminary layouts for several revised transmission line configurations. In each configuration, an existing single-circuit line will be double circuited in a manner similar to the other existing lines. This double circuiting, when combined with removal of the existing line that is not in use, has the potential to eliminate two existing crossings, thus eliminating the need for any relocations. The conversion from single to double circuiting would be completed at the southern Reclamation powerhouse at the base of the dam.

The need for temporary transmission structures is dependant on which alternative is selected. A temporary transmission line and structures is not anticipated at this time. If one becomes necessary to facilitate construction activities, it will be constructed within the roadway right-of-way.

A14-21 transmission structures. Highway construction of any kind near energize 230-kV transmission lines is a potential safety concern. Western inspectors will need to be on the job site any time work is being performed near our transmission lines. Potential movement of structures or alignment of the transmission line will require right-of-way issues to be addressed and associated clearances.

A14-22 This location of the road may effect several transmission structures. They may need to be replaced with different structures if clearances above the new roadway is inadequate.

A14-23 2) Pg. 3-116: Clearance above the road grade is a possible concern. 6-12 structures could be effected and may need to be replaced with taller structures.

3) The reminder of the roadway does not appear to have any adverse effect on transmission facilities.

A14-24 4) This is the best alternative from an electrical power transmission standpoint. There would be very minimal tower relocation outages compared to the other alternatives and minimized potential revenue losses. It would also be less effected by time of year for construction.

#### Response to Comment A14-19

All relocations, removals, and decommissioning of transmission lines will be performed with direct oversight by WAPA. It is anticipated that these activities will occur in advance of the road construction work in each area. If necessary, road construction activities will be phased or restricted to minimize disruptions to power delivery. Temporary backup lines may also be installed as a precaution during times when threatening construction activities are adjacent.

#### Response to Comment A14-20

The \$198 million estimated cost for engineering and constructing the preferred alternative includes approximately \$1.65 million for relocation of three to four power transmission towers. At this conceptual stage of design, it is uncertain, but considered unlikely, that the Arizona-Nevada Switchyard will require reconstruction. No loss of revenue cost is anticipated (see response to Comment A14-19).

#### Response to Comments A14-21 through A14-24

FHWA has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. At the conceptual design stage upon which the EIS build alternatives are based, WAPA correctly observes (as shown in Figure 2-11) that the Gold Strike Canyon Alternative would require construction in close proximity to existing transmission structures and crossing under transmission lines (see DEIS Section 3.11.2.3). Much of the discussion in response to Comments A14-11 through A14-20, referring to the preferred alternative, would also apply to the Gold Strike Canyon Alternative.

A15-

John Bridges, 11:35 AM 11/10/98, Comments on Hoover Bypass Draf

Return-Path: <BRIDGES@wapa.gov>  
Date: Tue, 10 Nov 1998 11:35:23 -0700  
From: John Bridges <BRIDGES@wapa.gov>  
To: haussler@road.cflhd.gov  
Subject: Comments on Hoover Bypass Draft EIS  
Encoding: 48 Text

Below are my comments on the subject document. I did not have time to review it thoroughly, (a result of my schedule and yours) but I do believe it is important that you get in touch with our engineers in Phoenix, AZ.

I hope this helps, if I can do more, let me know

J.M. Bridges (303)275-1712

Comments on Hoover Dam Bypass Project Draft EIS

J.M. Bridges, A3400, Western Area Power Administration, Golden, CO

A very brief review of the Environmental Consequences Chapter and Cumulative Impacts Chapter.

Construction Activities on Page 3-115-116 -- I would strongly urge you to contact Western's Assistant Regional Manager for Power System Maintenance in Phoenix, AZ. Mr. Bruce Berg, 602/352-2440, and Western's Regional Environmental Manager, Mr. John Holt 602/352-2592. It is apparent from the discussion on these pages regarding the "relocation" and "removal" of electric transmission facilities that this action is either not well thought out or not well understood. Removal and/or relocation of these facilities will require a NEPA document for Western. As we have not been asked to be a cooperator on this project, there may be some delay in your proposed action until we can come up to speed.

Without a field check, I would guess that relocation of several lattice steel towers will be needed to construct any of the alternatives. This will require outages on lines to customers that at certain times of the year cannot

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment A15-1

WAPA accepted FHWA's invitation to become a cooperating agency for the Hoover Dam Bypass project by their letter dated November 27, 1998 (see Appendix C). Since that time, FHWA has been working closely with WAPA's Phoenix, Arizona, engineering staff to assess potential transmission tower relocations for construction of the preferred bypass alternative.

### Response to Comment A15-2

See responses to Comment Letter A14 from WAPA. Section 3.11.2.2 of the FEIS now includes discussion of impacts to electric transmission facilities due to the relocation and/or removal of such facilities for construction of the preferred alternative. As part of the research of these impacts, WAPA's staff has been contacted to discuss the location of and potential impacts to the electrical transmission facilities. Based on several meetings with WAPA engineering staff, it does not appear there would be indirect impacts from tower relocations not covered in this EIS. A separate NEPA document will not be required since WAPA has joined as a cooperating agency.

### Response to Comment A15-3

Relocation of transmission towers for the preferred alternative is discussed in the FEIS, Section 3.11.2.2. See response to Comment A14-19 regarding potential power outages.

A15-3 take  
outages.

Cumulative Impacts Chapter -- There is no discussion here regarding  
the impacts  
A15-4 of relocating electric transmission lines associated with construction  
of  
highway bridges and tunnels.

# **Response to Comment A15-4**

No cumulative or indirect impacts associated with the relocation of  
electrical transmission facilities are anticipated. This is based on meetings  
between FHWA and WAPA engineers since circulation of the DEIS.

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## **Responses to Organizations' Comments**







B1

# SIERRA CLUB

Toiyabe Chapter — Nevada and Eastern California  
P.O. Box 8096, Reno, Nevada 89507

Sierra Club  
LAS VEGAS GROUP  
P.O. Box 19777  
Las Vegas, Nv. 89119

Nov. 4, 1998

Mr. Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, CO 80228

Dear Mr. Haussler:

B1-1 The Las Vegas Group, Toiyabe Chapter, Sierra Club, would like these comments on the Hoover Dam Bypass DEIS (September 1998) to be included in the public record for the project.

B1-2 We firmly believe the scope of this project, which is to relieve congestion and reduce the threat of serious accidents at Hoover Dam, is grossly inadequate. We disagree with the DEIS' statement that this project can stand alone with regard to adjacent US93 projects on the Arizona side and through Boulder City on the Nevada side. It appears clear to us that these adjacent projects are driven in large part by the proposed traffic improvements over a bridge and that these projects, though possibly incremental in time and extent, will as a result proceed to a level where the entire Kingman-to-Henderson (KH) segment of US 93 is improved to interstate freeway standards. All those concerned with this, including the public, will by the present limited scope of the project be inadequately forewarned of any unacceptable US93 KH environmental, social and cost factors and their levels of mitigation until after the construction of a bridge makes it impossible to change course. The fact that different state and federal agencies may be currently managing each of these projects or that each is financed from a separate source does not alter these conclusions.

B1-3 On the Arizona side of the dam, for instance, the environmental impacts of a freeway through National Park Service (NPS) land and associated bighorn sheep and desert tortoise habitats needs much discussion. How will frontage roads or highway on/off ramps necessary to service approximately six recreational access roads and trails within this 15 mile segment of highway be designed and what will be the total impacts of this highway complex? How will this segment's improvement add to the cost of the entire US93 KH program?

B1-4 On the Nevada side of the dam, any of the bypass bridges will surely result in Boulder City soon acquiring a freeway within its borders with varying degrees of social and environmental impacts dependent on the choice of routing. The city and its citizens need to know the effects of this improved highway on noise, air pollution, flood control, fragmentation of the city, visual elements and inducements to growth and sprawl (prime concerns in Boulder City). The contribution of this segment to total US93 KH program costs need to be analyzed.

LAS VEGAS GROUP  
P.O. Box 19777  
Las Vegas, Nevada 89119

To explore, enjoy, and protect the wild places of the earth. . .

GREAT BASIN GROUP  
P.O. Box 8096  
Reno, Nevada 89507

## Response to Comment B1-1

Comments received from circulation of the DEIS and public hearings are included as part of the FEIS along with responses to these comments, which become part of the public record for this project.

## Response to Comment B1-2

As described in Chapter 1 of the EIS, the need for this project centers on increasing roadway capacity at a bottleneck operating at LOS F, correcting severe highway design and operational deficiencies concentrated within approximately a 2-mile stretch of U.S. 93, alleviating a high accident rate within a 1-mile segment of this same roadway that is over 3 times the State of Nevada average, and relieving over 1,170 hours of daily travel-time delay at this location. The only portion of U.S. 93 in the region with such serious traffic problems is at the crossing of Hoover Dam – not through Boulder City or on U.S. 93 to Kingman in Arizona. These traffic capacity and safety problems, and the related adverse effects on dam operations and the threat of a major hazardous material spill in the Lake Mead/Colorado River water supply, exist today and are projected to substantially worsen over the next 20 years. Thus, the proposed dam bypass in this section has independent utility from other planned improvements along U.S. 93.

Improvements currently under construction by ADOT on SR 68 and in planning by NDOT on U.S. 95 will result in a continuous four-lane divided highway between Kingman and Henderson via Laughlin. However, this improved highway will not be a fully access-controlled facility to interstate freeway standards. Moreover, these improvements have been programmed by the states based on present needs that do not include rerouting all trucks from the Hoover Dam crossing, as envisioned in the LBA. Without other improvements, such as pavement overlays for U.S. 95, SR 163, and SR 68, a new 1-mile section of SR 163 and a runaway truck ramp, and a new Colorado River Bridge, the programmed projects would not likely accommodate the additional traffic demand projected with the LBA.

As a result of the Purpose and Need evaluation in the EIS, the logical termini for the proposed project are clearly definable as the 3.7-mile stretch of U.S. 93 encompassing the narrow dam crossing and the steep switchback approaches in Nevada and Arizona (see Section 2.8). The EPA commented on the DEIS (see Comment A6) that "... the Purpose and Need statement

*outlined the issues very well ... containing the appropriate amount of supporting documentation."*

#### Response to Comment B1-3

The Cumulative Impacts chapter in the FEIS (Chapter 5) has been substantially rewritten in response to direction from EPA (see Comment A6). It now includes more assessment of other programs and projects affecting the area's resources, including future U.S. 95 and U.S. 93 projects that are in the planning stages by NDOT and ADOT.

#### Response to Comment B1-4

See response to Comment B1-3.

In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor is completely independent from the Hoover Dam bypass in terms of its purpose and need, as well as its potential social and environmental impacts. In discussions with EPA concerning the cumulative impacts of the Hoover Dam bypass, they concluded that the dam bypass does not result in direct, indirect, or cumulative socioeconomic impacts related to Boulder City (personal communication, Dave Carlson, EPA, February 11, 1999).

Traffic analysis conducted for the Hoover Dam Bypass indicates that, if constructed on the proposed timeline, the new bridge crossing does not generate additional traffic west of the dam. This is because there is not currently a noteworthy volume of traffic utilizing an alternate route.

However, if the Hoover Dam Bypass were not constructed until 2027, the project would result in a 24 percent increase in traffic west of the dam and in Boulder City. This is because the gridlock at the dam will be so severe that a substantial percentage of traffic would seek an alternate route simply due to the extensive delays at the dam. Thus, if construction of the bypass occurs in 2027, vehicles using an alternate route would return to the bypass, resulting in an increase in traffic of approximately 24 percent (see Appendix B).

B1-5 The need to expand the scope of this project to include the entire US93 KH highway improvements of course required that the EIS include detailed analysis of other feasible alternatives (besides a status quo analysis). We believe the most logical of these is the one we have always advocated, a KH bypass of Hoover Dam via AZ Rt 68/NV Rt 163/US95, the DEIS' Laughlin-Bullhead City Alternative (LBA). This was given a cursory analysis in Appendix B of the DEIS but needs considerable elaboration if comparisons are to be valid. With a fair analysis of all relevant factors for both KH routes, the LBA may well prove to be the route of choice.

B1-6 First of all, a more rational cost comparison between the US93 KH Alternative (93A) and the LBA can be obtained than that presented in the DEIS, which compares LBA construction costs with that of the bridge segment alternatives only and concludes that they are in the same ballpark. Comparing costs of the entire 93A and LBA will likely show that the 93A would be very much more costly to build.

B1-7 The increased inconvenience and longterm driving costs of the LBA over those of the 93A, as included in the DEIS analysis, may be valid but need to be compared with the impacts, favorable or not, environmental and economic alike, potentially affecting communities along entire routes. We understand that some or all communities along the LBA favor its selection. Long term economic considerations for these communities (gains?) are as worthy of analysis as the long term economics of a longer LBA are to the trucking industry or the private motorist constituency (costs?). In any case, highways are to serve communities, not the other way around.

B1-8 The environmental impacts mentioned earlier in this letter for 93A highway improvements on the Arizona side of Hoover Dam would disappear. While some continued improvements of traffic flow through Boulder City on the Nevada side of the dam may necessitate improvements here in time, a freeway and its impacts would be avoided. In fact, the selection of the LBA should improve environmental conditions on both sides of the dam for at least some years to come.

B1-9 Any one of the three bridge alternatives selected would occupy the central segment of a 93A. The Goldstrike Alternative, well south of the dam and the most costly to build, would not only impair the wild character of northern Black Canyon but also that of a scenic hiking route down Goldstrike Canyon to popular hot springs near the river. The Sugarloaf Alternative, however graceful a span, would compete with and therefore degrade those otherwise incredible views from either the dam or visitor center. Such views are important for one to fully appreciate the achievement in the construction of Hoover Dam. The Promontory Point Alternative has least impact on one's views, whether up the lake from the dam or of the dam from the lake surface, since the lake fills much

B1-9 of the canyon and placidly laps high against the dam's upstream face. By comparison with any of these the LBA's additional low bridge across the Colorado River near Laughlin would impose little more visual impact than the existing span connecting NV Rt 163 with AZ Rt 68.

B1-10 We feel that a careful analysis of the impacts of a LBA on the threatened desert tortoise in Eldorado Valley and Piute Valley would show a positive effect, contrary to conclusions reached in the DEIS. This would result from both the more rigid control of traffic on a freeway having limited access to adjacent tortoise habitat and the ease of implementing tortoise fencing to essentially eliminate road kills. Although sheep habitat would be little affected along the route of this alternative.

B1-11 Recreational access points to BLM and NPS lands on the west side of Lake Mohave would be fewer and more spread out and thus less environmentally damaging than off of a 93A because most recreational vehicle trails and roads begin on NV Rts 164 or 165 or intersect power line corridor roads that often are aligned nearly parallel to the route. These tend to serve as frontage roads for recreational access.

B1-12 The LBA would be far less visually obtrusive in the expansive valleys occupied by US95 than would a freeway through the topographically confined and visually stunning NPS lands along the 93A. But the LBA would be scenically attractive for motorists in view of mountain backdrops along its course.

B1-13 Many of the environmental factors mentioned provided the rationale for handling Sec 4(f) lands in the US Dept of Transportation Act of 1966 (49 USC P 303), as quoted in the DEIS, P 2-7. It seems hard to reconcile the relatively large acreage of the 4(f) lands actually impacted by a 93A and the requirement which "dictates that alternatives requiring substantially less land subject to 4(f) protection be selected." There are a mere 36 acres of 4(f) lands along the LBA and these are located close to the already disturbed southern boundary of Lake Mead NRA (LMNRA). By comparison, acreage associated with the 93A ranges from 50 to 73 acres for the bridge segments alone, depending on choice of bridge, and as yet undetermined much larger acreage along the 15-mile segment within LMNRA. All of the LMNRA 4(f) lands impacted involve major scenic and wildlife habitat segments. The scenic impacts due to the 93A would extend far beyond the actual disturbed acreage, however, due to the degraded sense of wildness that would result for visitors to surrounding LMNRA lands or the BLM's nearby Mt. Wilson Wilderness.

B1-14 The DEIS analysis attempts to show that goals of reduced accident hazard and congestion on Hoover Dam would not be fully met by simply directing commercial truck traffic to a LBA since most motorists would opt for the cross-dam US 93 route anyway and increased traffic with time would wipe out the gains of a LBA. We do not believe this to be the case, provided some imaginative traffic control methods such as a toll for crossing the dam were incorporated. A visit to the dam without crossing it and thus without incurring a toll would be readily possible for those motorists who want to return the way they had come (from either north or south). For dam visitors continuing through from north or south, a toll could be avoided with modest inconvenience by a detour of about eleven miles from the LBA at the US95/US93 junction in Boulder City to parking facilities on the Nevada side of the dam. The relatively few motorists coming from

The severe congestion at the dam would also likely cause a reduction in tourist traffic traveling through Boulder City to Hoover Dam and Lake Mead, which could have an adverse economic impact on Boulder City businesses. The new bridge crossing would improve the LOS west of the dam from the current LOS E to LOS C in forecast year 2027, due to reduced congestion (see EIS Appendix A).

### Response to Comment B1-5

Additional analysis of the Laughlin-Bullhead City Alternative (LBA) was included in the DEIS at the request of the Sierra Club (per their February 3, 1998 letter, see Appendix C), and the Laughlin Town Advisory Board. The resulting report, with updates since the DEIS, concludes that over a 20-year period, additional user costs totaling \$1.4 billion would result from the extra 23 miles of travel required for the LBA (see EIS Appendix B). These high operating costs are associated with approximately 30 million auto trips and 24 million truck trips that would be diverted an additional 23 miles over the 20-year period.

In addition to the extra 23 miles of distance, this route would have 17 more miles of steep grades (greater than 3 percent) than the U.S. 93 route via Hoover Dam, adversely affecting a projected 3,600 additional trucks per day that are predicted to use the LBA route in year 2027. It may result in proportionately higher traffic accident and fatality rates. It would have substantial impacts to critical desert tortoise habitat (according to May 4, 1998, USFWS letter, Appendix C) and would spread traffic-related air pollution over a larger area. The study also concluded that a substantial amount of through traffic would continue to use the U.S. 93 route over Hoover Dam. Thus, even with all trucks diverted through Laughlin, in less than 20 years the road across the dam would again function at an unacceptable LOS. This does not meet the purpose and need of the project.

### Response to Comment B1-6

As discussed in the response to Comments B1-2 and B1-4, the Hoover Dam bypass is an independent, stand-alone project with a unique purpose and need relating to alleviating severe traffic safety and operations problems only experienced in the dam crossing area. Thus, future highway improvement projects on U.S. 93 between Henderson, Nevada, and Kingman, Arizona, must be evaluated on their own merits, including construction costs.

B1-14 the Nevada side wishing recreation or having other business on the Arizona side of the dam or Lake Mead north of, say, a toll station located between the Dolan Springs/Pearce Ferry turnoff and the Chloride turnoff could be allowed to cross the dam toll free if they remained in northwest Arizona for more than a prescribed number of hours before exiting the area through either the Arizona or Nevada-side toll stations. Times of entry and exit would be stamped on a toll ticket received at the Nevada-side toll station. Similarly, traffic passing the aforementioned toll station in Arizona from the south could cross the dam toll free with the requisite number of hours spent, for whatever reason, south of the dam. Of course, motorists from Kingman entering Nevada for whatever reason and not seeking this pause between toll stations would normally drive via the toll free LBA. People living off of US93 between the AZ toll station and the dam could be given permanent free passage over the dam for whatever needs they have in Nevada. These arrangements would provide for all those unfairly inconvenienced by the long drive via the LBA/Arizona US93 circuit that would be required to avoid a toll that for some persons could be repetitive over a year's time. Other refinements or alternatives to this scenario may be considered to the same end of encouraging travel via the LBA and thus reducing Hoover Dam traffic and congestion to acceptable limits. The amount of the toll could be adjusted to achieve the desired goals.

B1-15 While we understand the designation of US93 as a NAFTA trade route, it should be perfectly feasible to redirect the US93/NAFTA KH segment to follow the LBA with little overall impact on the efficiency and cost of traveling major segments of the entire NAFTA route.

B1-16 Many of the points raised in this letter were also included in our comments during the scoping process. Some other points we have raised that we believe were not addressed in the DEIS include: 1.) The relative 93A and LBA costs of bridge and highway maintenance over the long run and possible vehicle costs if these are paid for through initiation of a vehicle bridge toll, 2.) the relative time/distance risks for water polluting accidents on the respective 93A and LBA bridge spans, and 3.) the relative 93A and LBA project completion time estimates and their respective effects on the speed and the magnitude of relief from congestion on the Boulder City and dam segments of US93.

B1-17 In summary, we wish to emphasize the main thrust of these comments: The bridge bypass project DOES NOT stand alone but drives the magnitude and therefore the considerable cost, environmental and social impacts of the adjacent Arizona and Nevada segments of the US93 Kingman-to-Henderson route. The total end point to end point costs and effects are what should be analyzed in comparison with those of any reasonable alternatives. The LBA is the most reasonable alternative and a comparison of the environmental and economic factors of the LBA and 93A will likely show the LBA to be the preferred alternative. There are likely no real obstacles to designating the LBA to serve the goals of a dam bypass and residual cross-dam traffic occurring subsequent to completion of the LBA can be regulated to achieve needed goals by use of imaginative methods such as manipulating a cross-dam toll fee.

### Response to Comment B1-7

The LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam bypass (see response to Comments B1-2 and B1-5). Furthermore, no comments on the DEIS were received from communities along the LBA supporting this alternative. In addition, any long-term economic gains these communities might receive would be offset by long-term negative community impacts from substantial additional truck and automobile traffic (e.g., noise and air pollution).

### Response to Comment B1-8

See response to Comments B1-3, B1-4, and B1-5.

### Response to Comment B1-9

See response to Comments C3-1 and C3-7 pertaining to the Gold Strike Canyon Alternative.

The EIS concludes that the new bridge on the Sugarloaf Mountain alignment, the preferred alternative, would dramatically alter the view of Black Canyon from the dam (Section 3.7.2.2). However, this view is already disturbed by the numerous electrical transmission towers and lines crossing the canyon immediately south of the dam (see EIS Figures 3-9 and 3-10). Depending on the bridge type selected, the impact on views from the dam can be mitigated by coloring the concrete or painting the steel to blend with the surrounding environment.

### Response to Comment B1-10

See response to Comment B1-5.

### Response to Comment B1-11

Improvements to U.S. 93 south of Hoover Dam in Arizona or to U.S. 95, State Route (SR) 164, and SR 165 in Nevada, including provision of recreational access points, are not related to or part of the proposed project.

### Response to Comment B1-12

According to NPS, a new bridge between Laughlin and Bullhead City would have a significant impact on Mohave County Park and, specifically, Davis Camp, which is included in the LMNRA (Appendix B, Section 7.1).

B1-18 We believe the DEIS should be reissued for public comment reflecting an expanded scope and more complete analyses of both the LBA and 93A.

We appreciate the work the Project Management Team has accomplished on this project even as we disagree with the DEIS on important points. We are also appreciative of this opportunity to comment.

Sincerely,

*Howard Booth*  
Howard Booth

Chairman, Hoover Dam  
Bypass Committee

- 5 -

#### Response to Comment B1-13

None of the alternatives meeting the project purpose and need affect substantially less land subject to Section 4(f) protection than the preferred alternative. As discussed in response to comments B1-2 and B1-5, the LBA was eliminated from consideration because it can be clearly shown to not meet the project purpose and need and, therefore, is not a reasonable alternative as defined in the National Environmental Policy Act (NEPA) regulations.

#### Response to Comment B1-14

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (June 2000). The study assessed toll crossings among other options (see response to Comment C3-2). The scope of the study focused on the viability of tolling a new bridge crossing near the dam, rather than on the dam itself.

Serious present and projected congestion levels and delay time experienced for several miles near the dam would argue strongly against placing a toll crossing on existing U.S. 93 over the dam (see response to Comment B1-2).

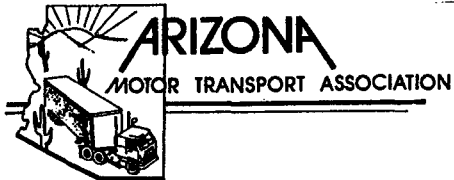
Furthermore, to charge a toll to promote drivers to use the Laughlin-Bullhead City route would encourage people to drive a road with inferior roadway geometrics (horizontal and vertical alignments) and reduced travel speeds, consume more fuel, and generate more air pollution. Additionally, instituting a toll at the dam to encourage travelers to use the LBA would create a bureaucracy that may not generate enough revenue to pay for itself. This would not be consistent with the mission of FHWA or NDOT and ADOT, which is to enhance the operation and efficiency of the transportation system in the U.S.

#### Response to Comment B1-15

One of the primary purposes of the project is to remove a major bottleneck to interstate and international commerce and travel by reducing traffic congestion and accidents in this segment of the major commercial route between Phoenix and Las Vegas. A related purpose is to reduce travel time in the vicinity of the dam (Section 1.5). As discussed in response to comment B1-5, these goals cannot be met by the LBA.

#### Response to Comment B1-16

A Kingman, Arizona, to Henderson, Nevada, U.S. 93 Alternative would not



B2

November 3, 1998

The Federal Highway Administration  
555 Zang Street  
Room 259  
Lakewood, Colorado 80228

Attention: Terry Haussler

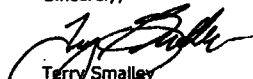
B2-1

Attached is a copy of the Resolution passed by the Arizona Motor Transport Association's Executive Committee and Board of Directors on October 30<sup>th</sup>, 1998.

The resolution, I believe, is self-explanatory. Therefore, I would appreciate your making it a part of the official public hearing record.

If you need additional information, or have any questions, please do not hesitate to contact me.

Sincerely,

  
Terry Smalley  
Executive Vice President

TS/mw



602-252-7559 2111 WEST McOWELL ROAD PHOENIX, ARIZONA 85009

meet the identified purpose and need for the Hoover Dam bypass and is, therefore, not considered for comparative purposes (see also response to Comment B1-6). However, concerning the comment about time/distance risks for water polluting accidents on the respective bridges, more important factors influencing accident rates are roadway geometry (horizontal and vertical alignments), site distance, turning movements, and roadway cross section. The Laughlin bridge requires steep grades on the approaches and has two major adjacent signalized intersections.

#### Response to Comment B1-17

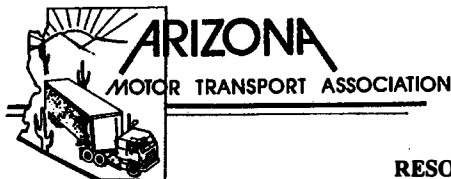
See combined responses to Comment Letter B1 above.

#### Response to Comment B1-18

See combined responses to Comment Letter B1 above.

#### Response to Comment B2-1

The attached Resolution passed by the Arizona Motor Transport Association's Executive Committee and Board of Directors has been made part of the public record for the project.



# RESOLUTION

## HOOVER DAM BYPASS

WHEREAS US 93 IS THE MAIN HIGHWAY BETWEEN ARIZONA AND NEVADA AND IS A TWO-LANE HIGHWAY WHICH CROSSES HOOVER DAM; AND

WHEREAS US 93 AS PRESENTLY LOCATED, CAN NO LONGER ADEQUATELY HANDLE THE 14,000 VEHICLES, INCLUDING AUTOMOBILES, RECREATIONAL VEHICLES AND COMMERCIAL VEHICLES, WHICH CROSS HOOVER DAM EACH DAY, DOUBLE THE VOLUME OF FIFTEEN YEARS AGO; AND

WHEREAS THIS SECTION OF HIGHWAY IS NARROW, WINDING AND STEEP, INADEQUATE AND UNSAFE FOR THE CURRENT VOLUME OF TRAFFIC; AND

WHEREAS US 93 IS A SIGNIFICANT SEGMENT OF A MAJOR NORTH AMERICAN FREE TRADE AGREEMENT (NAFTA) ROUTE BETWEEN MEXICO AND CANADA AND A MAJOR COMMERCIAL ROUTE BETWEEN THE STATES OF ARIZONA, NEVADA AND UTAH; AND

WHEREAS THERE IS NO OTHER ROUTE IN THE WESTERN UNITED STATES THAT CAN EFFICIENTLY AND SAFELY ACCOMMODATE THIS TRAFFIC; AND

WHEREAS AN ALTERNATE CROSSING OF THE HOOVER DAM HAS BEEN IN THE PLANNING STAGES FOR MORE THAN THIRTY YEARS;

NOW THEREFORE BE IT RESOLVED BY THE ARIZONA MOTOR TRANSPORT ASSOCIATION THAT THE HOOVER DAM BYPASS PROJECT, DESIGNED TO RESOLVE THE MOBILITY AND SAFETY PROBLEMS ASSOCIATED WITH THE PRESENT LOCATION OF US 93, BE ADVANCED AS A FEDERAL HIGH PRIORITY PROJECT, AND

BE IT FURTHER RESOLVED BY THE ARIZONA MOTOR TRANSPORT ASSOCIATION THAT THE HOOVER DAM BYPASS PROJECT IS PRIMARILY A FEDERAL RESPONSIBILITY AND SHOULD NOT COMPETE FOR FUNDING WITH OTHER STATE PROJECTS AND THAT THE FUTURE COSTS TO COMPLETE THE PROJECT SHOULD COME FROM THE "NATIONAL CORRIDOR AND DEVELOPMENT PROGRAM" AND THE "FEDERAL LANDS HIGHWAY PROGRAM" FUNDS.

ADOPTED THIS 30<sup>TH</sup> DAY OF OCTOBER, 1998.

*Clyde McDonald*  
CLYDE McDONALD, PRESIDENT

*Terry Malley*  
TERRY MALLEY, CORPORATE SECRETARY

THE VOICE OF  
THE TRUCKING  
INDUSTRY  
IN ARIZONA



602-252-7559 2111 WEST McDOWELL ROAD PHOENIX, ARIZONA 85009

B3

**NEVADA MOTOR TRANSPORT ASSOCIATION, INC.**  
(NON-PROFIT ORGANIZATION)



**OFFICERS**

JIM M. WELLS  
PRESIDENT

VERONICA CONRAD  
VICE PRESIDENT

FRED CARLSON  
SECRETARY-TREASURER

JOHN E. ILLIA  
CHAIRMAN

**DIRECTORS:**

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ALBERT S. PULIZ  
LEONARD D. ROBINSON  
JOHN SUNDERLAND  
GENE TENCH  
CANDICE TRANGER

October 15, 1998

Terry Haussler (HPD-16)  
Project Management Team/Hoover Dam Bypass  
Federal Highway Administration

Re: Comments regarding Draft Environmental Impact Statement  
on the Hoover Dam Bypass.

Good evening. For the record, my name is Georgi Cody and I am here tonight on behalf of the Nevada Motor Transport Association, a statewide membership organization representing the motor carrier industry in Nevada.

I would like to begin by commending the Project Management Team for their excellent Draft Environmental Impact Study. The DEIS provides a clear and concise picture of the problems associated with the current route over the Hoover Dam. Problems, I might add, the trucking industry has long been aware of. US93 is a major commercial route between Arizona, Nevada and Utah. It is also a significant segment of a major NAFTA route between Mexico and Canada. The trucking industry faces this narrow, winding, steep, congested section of US93 daily and knows first-hand its dangers and potential for disaster.

We have carefully reviewed the information provided in the DEIS and agree with the Team's conclusion that each of the three recommended Build Alternatives — Promontory Point, Sugarloaf Mountain, and Gold Strike Canyon are viable options. The No Build Alternative is, in our estimation, not an alternative at all. Ignoring a problem of the magnitude of that which currently exists would be beyond merely foolhardy or unwise - it would be courting disaster. The problems associated with the current Hoover Dam crossing will not go away, they will only increase over time.

We were glad to read in the DEIS that the Laughlin-Bullhead City option had been studied and rejected as a Build Alternative. The trucking industry opposes this route because of the high cost associated with diverting truck traffic 23 miles and concerns over road safety. The DEIS rightly concludes this route does not address the critical needs of the Hoover Dam Bypass Project. Simply put — it would provide a poor alternative, not a solution.

P.O. BOX 91660, SPARKS, NV 89435 • 2215 GREEN VISTA DR., SUITE 304, SPARKS, NV 89431 • (702) 873-4111 • FAX (702) 873-1700  
173 E. RENO AVE., SUITE C-8, LAS VEGAS, NV 89119 • (702) 262-6465 • FAX (702) 262-6066  
E-MAIL ADDRESS: [NVTRNS@AOL.COM](mailto:NVTRNS@AOL.COM) • WEBSITE ADDRESS: [WWW.NMTA.COM](http://WWW.NMTA.COM)

**Response to Comment B3-1**

See response to Comments A1-1 and C3-2.

**Response to Comment B3-2**

The LBA does not meet the project's purpose and need (see responses to Comment B1).



**NEVADA MOTOR TRANSPORT ASSOCIATION, INC.**

(NON-PROFIT ORGANIZATION)

B3-3

Based on the information contained in the DEIS, The Nevada Motor Transport Association has concluded the Sugarloaf Mountain Alternative to be the most attractive of the three Build Alternatives. This decision is based on road geometrics, cost, noise impacts, and other factors. We are, however, cognizant of the potential problems each of the alternatives presents to wildlife and cultural resources in the area. We await further details on the full impact of whichever of the Build Alternatives is selected. We hope any adverse impacts may be avoided or minimized.

US93, as currently located, can no longer adequately handle the 14,000 vehicles, including automobiles, recreational vehicles and commercial vehicles which cross the Hoover Dam each day. The Hoover Dam reached its traffic capacity seven years ago. The route is congested, dangerous, and vulnerable to damage. It is time to move ahead, to find solutions, and to work together to meet the challenges of providing an alternative to the US93 Hoover Dam crossing.

B3-4

As a final note, along with my comments here today, I would like to provide you with a copy of the *HOOVER DAM BYPASS RESOLUTION* adopted by the Nevada Motor Transport Association on October 5, 1998. This resolution has been sent to each member of the Nevada Congressional Delegation and to Nevada's Governor Bob Miller. The resolution supports the advancement of the Hoover Dam Bypass as a Federal High Priority Project, with future costs coming from the National Corridor Planning and Development Programs and the Federal Lands Highway Program.

I would like to thank you all for this opportunity to provide our comments to you here tonight. I am happy to answer any questions you may have.

Respectfully Submitted,



Georgi Cody  
Industry & Government Relations

**Response to Comment B3-3**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for its selection.

**Response to Comment B3-4**

The attached Resolution passed by the Nevada Motor Transport Association has been made part of the public record for the project.

**RESOLUTION**

**HOOVER DAM BYPASS**

WHEREAS US 93 is the main highway between Arizona and Nevada and is a two-lane highway which crosses Hoover Dam, and

WHEREAS US 93 as presently located, can no longer adequately handle the 14,000 vehicles, including automobiles, recreational vehicles and commercial vehicles, which cross Hoover Dam each day, double the volume of fifteen years ago; and

WHEREAS this section of highway is narrow, winding and steep, inadequate and unsafe for the current volume of traffic; and

WHEREAS US 93 is a significant segment of a major North American Free Trade Agreement (NAFTA) route between Mexico and Canada and a major commercial route between the states of Arizona, Nevada and Utah; and

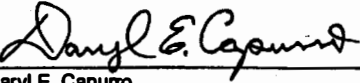
WHEREAS there is no other route in the Western United States that can efficiently and safely accommodate this traffic; and

WHEREAS an alternate crossing of the Hoover Dam has been in the planning stages for more than thirty years;

NOW THEREFORE BE IT RESOLVED by The Nevada Motor Transport Association that the Hoover Dam Bypass Project, designed to resolve the mobility and safety problems associated with the present location of US 93, be advanced as a Federal High Priority Project; and

BE IT FURTHER RESOLVED by The Nevada Motor Transport Association that the Hoover Dam Bypass Project is primarily a Federal responsibility and should not compete for funding with other state projects and that the future costs to complete the project should come from the "National Corridor Planning and Development Program" and the "Federal Lands Highway Program" funds.

Adopted this 5<sup>th</sup> day of October, 1998

  
Daryl E. Capurro  
Managing Director

B4

# PAHRUMP PAIUTE TRIBE

January 6, 1999

Mr. Terry Haussler, Project Manager  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

RE: Hoover Dam Bypass

Dear Mr. Haussler:

Today, I learned that you have made a definitive decision to select the proposed Sugarloaf Alternative as the preferred route for the Hoover Dam Bypass Project. This decision concerns me and our tribal members greatly not to mention the numerous other Southern Paiute tribes who express similar discord.

B4-1


I regret that a decision was made to select the Sugarloaf Alternative and that the Federal Highway Administration has ignored the cultural concerns of our elders. I believe that our elders have spoken with great clarity about the importance of the cultural landscape and the adverse impacts to Sugarloaf Mountain, as it is known as a "Healing Mountain" among the Southern Paiutes. No other cultural landscape is known to exist that contains the vast amount of important cultural resources that are needed by Indian doctors.

B4-2

Your decision appears to be made before any consideration for the cultural landscape to be nominated under Bulletin 30 *Guidelines for Evaluating and Documenting Rural Historic Landscapes* as mandated under the National Historic Preservation Act. Nor was this important area considered for nomination under Bulletin 38 *Guidelines for Evaluating and Documenting Traditional Cultural Properties* of the same act. Equally important is the disregard for evaluating the impacts to our rights of access to this sacred site as promulgated under Presidential Executive Order 13007, *Access to Sacred Sites*.

Clearly, it appears that this decision was made in error and should be immediately reconsidered. Based upon our earlier conversations, it was my understanding that you would make no selection until such time as all studies were complete and properly evaluated. I would urge you to review the merits of our concerns before making any hasty decisions.

Sincerely,

  
Richard W. Arnold  
Tribal Chairman

P.O. Box 3411 • Pahrump, Nevada 89041

## Response to Comments B4-1 and B4-2

See the following FHWA Central Federal Lands Highway Division letters (dated January 15, 1999, January 25, 1999, and February 22, 1999, from Mr. Terry K. Haussler). The letter dated February 22, 1999, was specifically in response to comment letter B5, dated January 12, 1999, from the Las Vegas Paiute Tribe.



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

JAN 15 1999  
In Reply Refer To:  
HPD-16

Mr. Earl Havatone  
Tribal Chair  
Hualapai Tribe  
PO Box 179  
Peach Springs, AZ 86434

Dear Mr. Havatone:

Enclosed is your copy of the final ethnographic report for the Hoover Dam Bypass project. We very much appreciate your participation in this important project.

During the coming months, we will compile and respond to the comments that we have received on the Draft Environmental Impact Statement. We will also use the information received during the ethnographic interviews, following the guidelines in National Register Bulletin #38, Guidelines for Evaluating and Documenting Traditional Cultural Properties. The Final Environmental Impact Statement (FEIS) will be completed this summer and the Record of Decision will follow shortly thereafter.

As you may have heard, the interagency project team has identified the Sugarloaf Mountain alignment as the preferred alternative based on technical considerations and public comments. However, the final selection of an alternative (Promontory Point, Sugarloaf Mountain, Gold Strike Canyon, or the No-Build) will not occur until the Record of Decision is issued this summer.

If you have any questions or comments, feel free to contact me at (303) 716-2116.

Sincerely yours,

/s/

Terry K. Haussler  
Project Manager

Enclosure

cc (without enclosure):

Mr. Jeff Bingham, CH2M HILL, PO Box 241325, Denver, CO 80224-9325  
Dr. Richard Stoffle, Bureau of Applied Research in Anthropology, Anthropology  
Building 317A, University of Arizona, Tucson, AZ 85721-0300



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

JAN 25 1999  
In Reply Refer To:  
HPD-16

Mr. Allen Gross  
Hallock and Gross  
517 W. University Dr.  
Tempe, AZ 85281

Dear Mr. Gross:

I am enclosing a copy of the Draft Environmental Impact Statement (DEIS) for the Hoover Dam Bypass Project on U.S. 93. Based on our discussion and on my discussion with Gary Goforth, Tribal Administrator, at Fort Mohave, it appears that this project is considerably north of where Fort Mohave concerns may be. Although the formal comment period expired in November, we still welcome your comments and concerns on behalf of the Fort Mohave Tribe.

We would appreciate receiving your written comments by February 26. Please contact me at (303) 716-2116 if you need additional information.

Sincerely yours,

/s/

Terry K. Haussler, P.E.  
Project Manager

Enclosure

cc (w/o enclosure):

Ms. Nora Helton, Chairperson, Fort Mohave Indian Tribe, 500 Merriman Avenue,  
Needles, CA 92363

bc (w/o enclosure):

T. Haussler

Jeff Bingham, CH2M HILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707

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U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

JAN 25 1999  
In Reply Refer To:  
HPD-16

Mr. Steve Parker  
Acting Environmental Director  
Salt River Pima-Maricopa Indian Community  
10005 E. Osborne Road  
Scottsdale, AZ 85256

Dear Mr. Parker:

Per our discussion, I am enclosing a copy of the Draft Environmental Impact Statement (DEIS) and a copy of the Summary DEIS for the Hoover Dam Bypass Project on U.S. 93. Although the official comment period expired in November, we still welcome your comments and concerns on behalf of the Salt River Pima-Maricopa Indian Community.

We would appreciate receiving your written comments by February 26. Please contact me at (303) 716-2116 if you need additional information.

Sincerely yours,

/s/

Terry K. Haussler, P.E.  
Project Manager

Enclosures

cc (w/o enclosures):

Mr. Ivan Makil, President, Pima-Maricopa Indian Tribal Council, 10005 E. Osborne Road,  
Scottsdale, AZ 85256

bc (w/o enclosures):

T. Haussler

Jeff Bingham, CH2MHILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707

yc: reading file

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U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakeview, CO 80228

JAN 25 1999  
In Reply Refer To:  
HPD-16

Ms. Pauline Owl  
Cultural Commission  
Fort Yuma Quechan Tribal Council  
PO Box 282  
Winterhaven, CA 92283

Dear Ms. Owl:

Per our discussion, I am enclosing a copy of the Draft Environmental Impact Statement (DEIS) for the Hoover Dam Bypass Project on U.S. 93. Although the official comment period has expired, we still welcome your comments and concerns.

We would appreciate receiving your written comments by February 26. Please contact me at (303) 716-2116 if you need additional information.

Sincerely yours,

Terry K. Haussler, P.E.  
Project Manager

Enclosure

cc (w/o enclosure):

Mr. Michael Jackson, President, Fort Yuma Quechan Tribal Council, PO Box 11352,  
Yuma, AZ 85366-9352

bc (w/o enclosure):

T. Haussler  
Jeff Bingham, CH2M HILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707

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Identical letter to:

Mr. Richard Arnold  
Tribal Chairman  
The Pahrump Paiute Tribe  
PO Box 3411  
Pahrump, NV 89041

Mr. Phil Swane  
Tribal Chair  
The Moapa Paiute Tribe  
PO Box 340  
Moapa, NV 89025

Ms. Geneal Anderson  
Tribal Chair  
The Paiute Indian Tribes of Utah  
440 North Paiute Drive  
Cedar City, UT 84720

Mr. Daniel Eddy  
Tribal Chair  
The Colorado River Indian Tribes  
Rt. 1, Box 23-B  
Parker, AZ 85344

Ms. Vivienne-Caron Jake  
Director of Environmental Program  
The Kaibab Paiute Tribe  
HC 65, Box 2  
Pipe Springs, AZ 86022

Mr. Richard Arnold  
Executive Director  
The Las Vegas Indian Center  
2300 West Bonanza Road  
Las Vegas, NV 89106

Ms. Vivian Clark  
The Chemehuevi Tribe  
PO Box 1976  
Havas Lake, CA 92363

Ms. Alfreda Mitre  
Tribal Chair  
The Las Vegas Paiute Tribe  
# 1 Paiute  
Las Vegas, NV 89106

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U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

**FEB 18 1999**  
In Reply Refer To:  
HPD-16

Ms. Elda Butler  
Cultural Resource Management  
Fort Mohave Tribe  
1909 Smokestack Drive  
Needles, CA 92363

Dear Ms. Butler:

I enjoyed talking with you yesterday about the proposed Hoover Dam Bypass Project on U.S. 93. As I mentioned, the archeologists with the National Park Service, Western Area Power Administration, and the Bureau of Reclamation indicated that you are the primary cultural contact for the Fort Mohave Tribe.

As we discussed, the Federal Highway Administration (FHWA) initially notified the Fort Mohave Tribe about this project in a letter dated February 16, 1998. The letter was from CH2M HILL, FHWA's consultant. The tribe did not respond and the ethnographic interviews were conducted without participation from Fort Mohave. In late January of this year, I talked with Gary Goforth, Tribal Administrator, and with your consulting firm, Hallock and Gross. A copy of the Draft Environmental Impact Statement (DEIS) was sent to Mr. Allen Gross on January 25. We requested written comments/concerns on behalf of the Fort Mohave Tribe by February 26.

Now we are enclosing a copy of the DEIS for your review. Although you may not be able to meet our February 26 deadline, please coordinate your comments with Hallock and Gross so that all Fort Mohave comments are consolidated. We would appreciate your written comments by March 12. After we receive your comments, we will determine whether additional meetings and/or ethnographic interviews are required.

Thank you for your valuable time and effort on this important project. Please feel free to contact me at (303) 716-2116 if you have any questions.

Sincerely yours,

*jm /s/*

Terry K. Haussler, P.E.  
Project Manager

Enclosure

cc (w/o enclosure):

Mr. Allen Gross, Hallock and Gross, 517 W. University Dr., Tempe, AZ 85281  
Ms. Nora Helton, Chairperson, Fort Mohave Indian Tribe, 500 Merriman Avenue,  
Needles, CA 92363

bc (w/o enclosure):

Mr. Jeff Bingham, CH2M HILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707  
T. Haussler

yc: reading file

TKHAUSSLER:jm:2/18/99:L\design\hoover\butler.wpd

# hallock/gross inc.

planning ■ land design ■ environment ■ tourism  
602.967.4356 ■ fax 602.967.2878 ■ halgros@amug.org

02.22.99

Terry K. Haussler, P.E., Project Manager  
US Department of Transportation  
Federal Highway Administration  
Central Federal Lands Highway Division  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

HPD-16: Hoover Dam Bypass Project on US 93

Dear Mr. Haussler:

I have received my copy of your letter to Mrs. Eida Butler, Fort Mojave Cultural Resource Management. I will contact Mrs. Butler to assist in combining the Tribal comments and the Cultural Resource Department comments into one letter. Thank you for the extension to allow a complete review of the project.

Please feel free to call if we may help in any additional way. Mrs. Butler is certainly the person who should lead the review and comment on the project.

Best regards,  
Hallock/Gross, Inc.  
Fort Mojave Tribal Planners

  
Allen W. Gross, President

517 West University Drive ■ Tempe, Arizona 85281

B5



# Las Vegas Paiute Tribe

Curtis Anderson  
Tribal Chairman

January 12, 1999

Mr. Terry Haussler, Project Manager  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, CO 80228

RE: Hoover Dam Bypass

Dear Mr. Haussler:


The Las Vegas Paiute Tribe has been informed that you have made a decision to select the proposed Sugarloaf Alternative as the preferred route for the Hoover Dam Bypass Project. This decision is of great concern to our tribe and other Southern Paiutes tribes.

B5-1 We are disturbed that a decision was made to select the Sugarloaf Alternative and that the Federal Highway Administration has not listened to the concerns of our elders. Sugarloaf Mountain is known to contain numerous resources that are not found in other locations making it eligible as a sacred site and Traditional Cultural Property. This area is known as a healing spot that falls within a very important cultural landscape.

B5-2 Your decision appears to be made without any consideration for the cultural landscape to be nominated under Bulletin 30 *Guidelines for Evaluating and Documenting Rural Historic Landscapes* nor was consideration given to nominating Sugarloaf Mountain as a Traditional Cultural Property as defined under Bulletin 38 *Guidelines for Evaluating and Documenting Cultural Properties of the National Historic Preservation Act*. Executive Order 13007 *Access to Sacred Sites* requires federal agencies to make provisions to allow access to areas such as the Sugarloaf Mountain area. We have not seen nor participated in any assessments evaluating the impacts to our rights of access to this important sacred site.

In closing, I would urge you to reconsider this option and view the merits of our concerns before making any hasty decisions.

Sincerely,

  
Curtis Anderson  
Tribal Chairman

Number One Paiute Drive • Las Vegas, Nevada 89106-3261 • (702) 386-3926 • Fax (702) 383-4019  
9500-020-7/93



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

FEB 22 1999  
In Reply Refer To:  
HPD-16

Mr. Curtis Anderson  
Tribal Chair  
The Las Vegas Paiute Tribe  
#1 Paiute Drive  
Las Vegas, NV 89106

Dear Mr. Anderson:

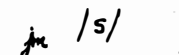
We have received your letter dated January 12, 1999, regarding our selection of a preferred alternative on the Hoover Dam Bypass project. The Sugarloaf Mountain Alternative was selected because it meets the purpose of the project, while minimizing environmental impacts. Much of the corridor has already been disturbed with roads, transmission lines, and other Hoover Dam appurtenances.

We acknowledge your concerns with the Sugarloaf Mountain Alternative, as well as with the other two "build" alternatives. The guidelines in NPS Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*, are being followed to evaluate potential Traditional Cultural Properties (TCP's). The requirements in Executive Order 13007, *Access to Sacred Sites*, will also be met so that access to sacred areas is accommodated.

The Federal Highway Administration will initiate the Section 106 consultation process with the State Historic Preservation Offices in Arizona and Nevada sometime within the next six weeks. This consultation will include our eligibility recommendations for traditional cultural properties, as well as for historic and prehistoric features. In the meantime, we are proceeding with the Final EIS with Sugarloaf Mountain as the preferred alternative. Please keep in mind that the final decision will not be made until the Record of Decision is issued this fall.

We appreciate your comments and concerns on this important project. If you have any questions or concerns, feel free to contact me at (303) 716-2116.

Sincerely yours,

  
Terry K. Haussler  
Project Manager



B6

## Las Vegas Indian Center, Inc.

January 7, 1999

Mr. Terry Haussler, Project Manager  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

RE: Hoover Dam Bypass

Dear Mr. Haussler:

Our organization has been informed that a decision has been made regarding the Hoover Dam Bypass Project. It is our understanding that the proposed Sugarloaf Alternative has been selected as the preferred route for the Hoover Dam Bypass Project. Our office represents over 15,000 American Indians who have presented a unified voice through the Las Vegas Indian Center. It is the position of our constituency that you have erred tremendously by making this designation.

B6-1

The Las Vegas Indian Center has been actively involved in numerous cultural resources programs for the past twenty years. I personally participated in the studies facilitated through the University of Arizona-Tucson. The Sugarloaf Mountain area is considered to be a very spiritual place that was unanimously confirmed by the various tribal elders. To consider this area as the preferred route, would be a grave mistake and be analogous to desecrating a holy place or similar shrine.

B6-2

In monitoring this program, I am extremely concerned about the disregard for the Indian opinions expressed and the failure to nominate Sugarloaf Mountain as both a "Cultural Landscape" and Traditional Cultural Property" as provided in the National Historic Preservation Act.

I am hopeful that your decision to select the Sugarloaf Alternative is not based upon erroneous information and most importantly in contrast with federal mandates. It is the position of the Las Vegas Indian Center to request your careful deliberation on the complex issues before you. Any impacts to this area will be considered a desecration of one of the few remaining sacred sites in our area that is so highly revered.

Sincerely,

  
Don Cloquet, Member

Board of Directors

E-mail - [chchamus@aol.com](mailto:chchamus@aol.com)

2300 WEST BONANZA ROAD • LAS VEGAS, NEVADA 89106 • (702) 647-5842 • FAX (702) 647-2647



### Response to Comments B6-1 and B6-2

See the FHWA Central Federal Lands Highway Division letter (dated February 22, 1999, from Mr. Terry K. Haussler) in response to comment letter B5, dated January 12, 1999, from the Las Vegas Paiute Tribe.

B7



# COLORADO RIVER INDIAN TRIBES

Colorado River Indian Reservation

ROUTE 1 BOX 23-B  
PARKER, ARIZONA 85344  
TELEPHONE (520) 669-9211

January 14, 1999

Mr. Terry Haussler, Project Manager  
Federal Highway Administration  
555, Zang Street, Room 259  
Lakewood, Colorado 80228

RE: Hoover Dam Bypass

Dear Mr. Haussler:

The Colorado River Indian Tribes has been informed of a decision that was made by the Federal Highway Administration on the proposed project for the Hoover Dam Bypass. Of the three alternative bridge construction sites, the Sugarloaf Mountain alternative was the FHA's choice.

We feel this choice is of concern as the area is important to the affiliated tribes involved in the "American Indian Ethnographic Studies Regarding the Hoover Dam Bypass Project" completed and documented in May, 1998. Tribal experts familiar with cultural landscapes and oral traditions have stated and expressed, in this report, the importance of preserving sacred areas such as Sugarloaf Mountain, for posterity and for the eligibility of nomination as a Traditional Cultural Property (TCP) under the National Historic Preservation Act. In the past, native people have inhabited the whole corridor of the Colorado River and are yet familiar with ancestral ties to significant sites along this route. Executive Order 13007 Access to Sacred Sites requires federal agencies to make provisions to allow native people accessibility to such sites and allow through proper consultation the preservation of such sites through formal recommendations, ethnographical studies and assessments. These measures need to be carefully adhered to to assure complete consultation requirements are met.

Therefore, we feel the Federal Highway Administration needs to reevaluate the decision for the culturally sensitive Sugarloaf Mountain. We request continued consultation of this matter and call to your attention the need to establish a consensus regarding compliance. We look forward to your comments.

Sincerely,

Daniel Eddy Jr.  
Chairman

Colorado River Indian Tribes



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

FEB 22 1999  
In Reply Refer To:  
HPD-16

Mr. Daniel Eddy Jr.  
Chairman  
Colorado River Indian Tribes  
Route 1, Box 23-B  
Parker, AZ 85344

Dear Mr. Eddy:

We have received your letter dated January 14, 1999, regarding our selection of a preferred alternative on the Hoover Dam Bypass project. The Sugarloaf Mountain Alternative was selected because it meets the purpose of the project, while minimizing environmental impacts. Much of the corridor has already been disturbed with roads, transmission lines, and other Hoover Dam appurtenances.

We acknowledge your concerns with the Sugarloaf Mountain Alternative, as well as with the other two "build" alternatives. The guidelines in NPS Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*, are being followed to evaluate potential Traditional Cultural Properties (TCP's). The requirements in Executive Order 13007, *Access to Sacred Sites*, will also be met so that access to sacred areas is accommodated.

The Federal Highway Administration will initiate the Section 106 consultation process with the State Historic Preservation Offices in Arizona and Nevada sometime within the next six weeks. This consultation will include our eligibility recommendations for traditional cultural properties, as well as for historic and prehistoric features. In the meantime, we are proceeding with the Final EIS with Sugarloaf Mountain as the preferred alternative. Please keep in mind that the final decision will not be made until the Record of Decision is issued this fall.

We appreciate your comments and concerns on this important project. If you have any questions or concerns, feel free to contact me at (303) 716-2116.

Sincerely yours,

Terry K. Haussler  
Project Manager

**Enclosures**

**cc: Rosie Pepito  
National Park Service**

**Dr. Richard Stoffle  
Bureau of Applied Research in Anthropology**

**Richard Arnold  
Las Vegas Indian Center**

**James Garrison  
Arizona State Historic Preservation Office**

**Ron James  
Nevada State Historic Preservation Office**

Resolution No. R-33-83

**RESOLUTION**  
**COLORADO RIVER TRIBAL COUNCIL**

A Resolution to Assert and claim its sacred trust to respect and protect traditional lands.

Be It resolved by the Tribal Council of the Colorado River Indian Tribes, in regular meeting assembled on April 9, 1983

WHEREAS, Indian nations have occupied and exercised stewardship over the lands throughout the North American continent since time immemorial; and

WHEREAS, the people of these Indian nations have always been aware of their unique and sacred relationship to these lands; and

WHEREAS, these lands and the relationship of the Indian people to them have been the principal material heritage and spiritual inspiration of all American people; and

WHEREAS, many of these lands have been ceded by Indian nations to the non-Indian peoples, while other of these lands have been taken and are no longer considered to be owned by the Indian nations; and

WHEREAS, it is the sacred obligation of the Indian peoples to provide stewardship for their traditional lands; and

WHEREAS, these lands from time-to-time are considered for use as locations for power transmission lines, highways, gas pipelines, hazardous waste disposal sites, power plants and other similar developments; and

The foregoing resolution was on April 9, 1983 duly approved by a vote of

8 for and 0 against, by the Tribal Council of the Colorado River Indian

Tribes, pursuant to authority vested in it by Section 1. v. Article VI of the Constitution and By laws of the Tribes, ratified by the Tribes on March 1, 1975 and approved by the Secretary of the Interior on May 29, 1975, pursuant to Section 16 of the Act of June 18, 1934, (48 Stat. 984). This resolution is effective as of the date of its adoption.

COLORADO RIVER TRIBAL COUNCIL

By Anthony Drennan, Sr.  
Chairman  
Elliot L. Borch  
Secretary



RESOLUTION NO. R-33-83  
 APRIL 9, 1983  
 PAGE 2

WHEREAS, some developments and activities may be consistent with the exercise of our stewardship responsibilities, while the construction of other developments has in the past caused the damage and destruction of the religious and cultural values relative to the land, as well as the land itself; and

WHEREAS, the protection and preservation of these lands which constitute our heritage depends upon the judicious, coordinated efforts of the American people, governments and commercial concerns with the Indian nations;

NOW, THEREFORE, BE IT RESOLVED that the Colorado River Indian Tribes hereby dedicate themselves to the protection and preservation of their traditional lands;

BE IT FURTHER RESOLVED that the Tribes hereby assert and claim a reserved easement over all off-reservation traditional lands for the purpose of fulfilling their sacred trust with respect to such lands, including but not limited to, the right to preserve and protect areas of particular spiritual significance;

BE IT FURTHER RESOLVED that the Tribes request the support of the other tribal governments, the federal, state and local governments, and all other organizations and agencies, whenever the positions of such governments and organizations are in accord with our stewardship responsibilities, to preserve our traditional lands;

BE IT FURTHER RESOLVED that the Tribes will aid other tribal governments in their efforts to similarly preserve and protect their traditional lands.

BE IT FURTHER AND FINALLY RESOLVED that the foregoing claim of reserved easement shall not be deemed or construed to be in derogation of any greater right to property ownership and sovereignty that the Tribes may have to any of their traditional tribal lands.

**RESOLUTION**  
**COLORADO RIVER TRIBAL COUNCIL**

A Resolution to Take a position concerning the preservation of ancestral use  
areas of the Mohave and other Tribes

Be It resolved by the Tribal Council of the Colorado River Indian Tribes, in <sup>special</sup> ~~regular~~ meeting

assembled on December 7, 1979

WHEREAS, the present administrations of both Federal and State government support cultural area preservation for Native Americans through the following legislation existing: American Indian Religious Freedom Act, P.L. 95-341; National Environmental Policy Act, P.L. 91-190; Joint Resolution American Indian Religious Freedom S.J. Res. 102; An Act for the preservation of American antiquities, June 8, 1906 (34 Stat. 225), Public Law No. 209; Archaeological Resources Protection Act of 1979, P.L. 96-95; and California legislation establishing the Native American Heritage Commission, AB - 4239 signed into law, September 29, 1976 and legislation to protect the Native American interest on Public Lands (Public Resources Code, Div. 5, Chapter 1.75, as revised) and Arizona Antiquities Act of 1960 amending Title 41, Chapter 4, Article 4, Arizona Revised Statutes, and

WHEREAS, there are areas on and contiguous to the Colorado River Indian Reservation extending to remote areas which are still the ancestral and traditional use areas of the Mohave and Chemehuevi of the Colorado River Indian Tribes, and

The foregoing resolution was on December 7, 1979 duly approved by a vote of 5 for and 1 against, by the Tribal Council of the Colorado River Indian Tribes, pursuant to authority vested in it by Section 1(r) Article VI of the Constitution and By laws of the Tribes, ratified by the Tribes on March 1, 1975 and approved by the Secretary of the Interior on May 29, 1975, pursuant to Section 16 of the Act of June 18, 1934, (48 Stat. 984). This resolution is effective as of the date of its adoption.

COLORADO RIVER TRIBAL COUNCIL

By

*John C. Calhoun*  
Chairman

*M. P. Murdoch*  
Secretary

Resolution No. K-04-72

DECEMBER 7, 1979

WHEREAS, these lands will continue to be the subject for further development, use plans and/or preservation.

BE IT RESOLVED that the Mohave and other Tribes whose interests are affected be consulted immediately prior to and during any discussions regarding the respective Indian cultural concerns involving the disposition of lands,

BE IT FURTHER RESOLVED, that all final decisions permitting the use of Indian cultural areas contain a written consent from the respective Tribe or Tribes setting forth stipulations for the project.

BE IT FINALLY RESOLVED that copies of this resolutions be sent to all the President, Senator Kennedy, state Delegations, the Governors of Arizona and California, Bureau of Indian Affairs and its subagencies, southern California and Arizona Indian reservations, Bureau of Land Management, California Heritage Commission, Native American Museums Association, Public Service Companies, Papago Freeway Highway Commission, National Congress of American Indians, National Tribal Chairmen's Association and others.

# RESOLUTION

## COLORADO RIVER TRIBAL COUNCIL

State the position of the Colorado River Indian Tribes regarding:  
A Resolution to ~~antiquities occurring within traditional Indian use areas on~~  
public lands

Be it resolved by the Tribal Council of the Colorado River Indian Tribes, in regular meeting

assembled on March 16, 1979

WHEREAS, there are Indian artifacts found on public land and other land presently under federal jurisdiction, and

WHEREAS, said land is a traditional use area of the Tribes of the Colorado River Indian Reservation, and

WHEREAS, artifacts found were originally made, used, and owned by the ancestors of said Tribes, and

WHEREAS, these artifacts were never sold or otherwise transferred in ownership, and

WHEREAS, some of these artifacts and the area from which they came may be considered by the Tribes as sacred,

The foregoing resolution was on March 16, 1979 duly approved by a vote of 5 for and 2 against, on the Tribal Council of the Colorado River Indian Tribes, pursuant to authority vested in it by Section 1.10 Article 17 of the Constitution (or By-Laws) of the Tribes, ratified by the Tribes on July 12, 1957, and approved by the Secretary of the Interior on August 13, 1957, pursuant to Section 16 of the Act of June 18, 1934, (48 Stat. 984). This resolution is effective as of the date of its adoption.

## COLORADO RIVER TRIBAL COUNCIL

By   
Chairman

  
Secretary

Approved:

Superintendent

MARCH 16, 1979  
PAGE 2

NOW, THEREFORE, BE IT RESOLVED that interested Tribes of the Colorado River Indian Reservation consider themselves the rightful owners of the artifacts acquired from traditional use and sacred areas. And these Tribes through the Tribal Council wish to reserve the right to ultimately determine the disposition of both sites and artifacts under consideration.

Resolution No. R-14-79

# RESOLUTION

## COLORADO RIVER TRIBAL COUNCIL

State the position of the Colorado River Indian Tribes concerning  
A Resolution to ~~use development and access to public and private lands which~~  
are traditional use areas by interested members of the Tribes of  
the Colorado River Indian Reservation  
Be it resolved by the Tribal Council of the Colorado River Indian Tribes, in regular meeting

assembled on March 16, 1979

WHEREAS, development or use of traditional lands both now and in the future  
may have impact on the Colorado River Indian Reservation and its  
people, and

WHEREAS, traditional use areas and sacred areas of the Tribes of the Colorado  
River Indian Reservation are not all contained within the external  
boundaries of the Colorado River Indian Reservation, and

WHEREAS, traditional Indian lands under consideration may also be sacred, and

WHEREAS, these sacred and traditional use areas hold continued importance to  
the Tribes and their descendants, and

WHEREAS, Tribal government is sovereign, and

WHEREAS, the Congress of the United States in recognition of Tribal sovereignty  
and tradition through an Act have established the right of Native  
Americans to practice their own religion (P.L. No. 95-341), and  
The foregoing resolution was on MARCH 16, 1979  
for and 5 against, by the Tribal Council of the Colorado River Indian  
Tribes, pursuant to authority vested in it by Section 1(VI) Article VI of the  
Constitution (or By-Laws) of the Tribes, ratified by the Tribes on MARCH 16, 1979 and approved  
by the Secretary of the Interior on August 13, 1982, pursuant to Section 16 of the Act of June  
18, 1934, (48 Stat. 964). This resolution is effective as of the date of its adoption.

COLORADO RIVER TRIBAL COUNCIL

By

  
Chairman

  
Secretary

Approved:

Superintendent

RESOLUTION NO. R-16-79  
MARCH 16, 1979  
PAGE 2

WHEREAS, the State of California has established legislation to protect the Native American interests on Public Lands (Public Resources Code, Division 5, Chapter 1.75, as revised),

NOW, THEREFORE, BE IT RESOLVED that the Tribal Government will seek to secure for its people the right of access and review of use and development to determine if such use is compatible with traditional usage. Tribal Government will not abrogate the Indian people from these rights but will seek to perpetuate the traditional and sacred use of traditional lands.

B8  
Kaibab Band of Paiute Indians



January 21, 1999

Mr. Terry Haussler, Project Manager  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

Re: Hoover Dam Bypass

Dear Mr. Haussler:

The decision regarding the proposed Sugar Loaf Alternative for the Hoover Dam Bypass Project is a decision of great concern for us of the Kaibab Paiute Tribe.

To begin, we look upon the Sugar Loaf Mountain as a sacred entity. An entity that should not be impacted upon by traffic, people, noise, litter, and so forth. Additionally, consideration for the site as a Traditional Cultural Property hasn't been given. It appears that other considerations for following through the mandates of federal statutes, policy, and regulations also are not being met. What agency assessments regarding this action has been completed for meeting the National Historic Preservation Act, Executive Order 13007, and Bulletin 38 Guidelines?

It is very important that you reconsider the decision you are making in this regard. We await your reply.

Sincerely,

CARMEN M. BRADLEY  
Chairperson

CMB:vcj

cc: KPT Tribal Manager  
: So. Paiute Consortium File

Tribal Affairs Building  
HC 65 Box 2 Phone (520)643-7245  
Pipe Spring, Arizona 86022 Fax (520)643-7260



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

FEB 23 1999  
In Reply Refer To:  
HPD-16

Ms. Carmen M. Bradley  
Chairperson  
Kaibab Band of Paiute Indians  
HC 65, Box 2  
Pipe Spring, AZ 86022

Dear Ms. Bradley:

Just yesterday I received your letter dated January 21, 1999, concerning the Hoover Dam Bypass Project. I cannot explain the reason for the delay in my receiving the letter. If the delay occurred at this end, I apologize for not responding earlier.

We acknowledge your concerns with the Sugarloaf Mountain Alternative. We are proceeding with Sugarloaf Mountain as our preferred alternative because it meets the purpose of the project, while minimizing environmental impacts. Much of the corridor has already been disturbed with roads, transmission lines, and other Hoover Dam appurtenances.

The guidelines in NPS Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*, are being followed to evaluate potential Traditional Cultural Properties (TCP's). The requirements in Executive Order 13007, *Access to Sacred Sites*, will also be met so that access to sacred areas is accommodated.

The Federal Highway Administration will initiate the Section 106 consultation process with the State Historic Preservation Offices in Arizona and Nevada sometime within the next six weeks. This consultation will include our eligibility recommendations for traditional cultural properties, as well as for historic and prehistoric features. In the meantime, we are proceeding with the Final EIS with Sugarloaf Mountain as the preferred alternative. Please keep in mind that the final decision will not be made until the Record of Decision is issued this fall.

We appreciate your comments and concerns on this important project. If you have any questions or concerns, feel free to contact me at (303) 716-2116.

Sincerely yours,

Terry K. Haussler  
Project Manager



B9



## Las Vegas Indian Center, Inc.

February 10, 1999

Mr. Terry K. Haussler, P.E.  
Project Manager - Hoover Dam Bypass  
555 Zang Street, Room 259  
Lakewood, Colorado 80228

Dear Mr. Haussler:

Thank you for the opportunity to meet both you and James Roller to discuss the proposed Hoover Dam Bypass Project. I believe that our meeting was very productive and provided an opportunity to further explain the Rapid Cultural Assessment that was conducted in collaboration with the University of Arizona-Tucson.

I am pleased to learn of your commitment to working closely with the culturally affiliated tribes and organizations in this effort. As you have no doubt now found out, the project is full of a host of complex issues, especially those surrounding the American Indian perspective. The Sugarloaf Mountain Alternative that has been designated as the preferred alternative will significantly impact an extremely sensitive and significant site that has immense cultural implications. Based upon the discussions with numerous tribal representatives, there appears to be adequate information to designate Sugarloaf Mountain as both a sacred site and a Traditional Cultural Property (TCP), as defined in National Register Bulletin No. 38. As I shared with you during our recent meeting, Bulletin 38 establishes the criteria for designation, of a TCP. These guidelines should not be interpreted as limiting the size of area, but rather to identify a well defined unit that can be clearly substantiated.

B9-1

I am glad to learn that your office had made contact with the Fort Mojave Tribe in Needles, California. It is my understanding that based upon the correspondence that you received, they chose not to participate. Your efforts in this regard are commendable and should satisfactorily address any future concerns that may arise. With respect to this letter, I would appreciate you sending me a copy so that I can include it as part of our Hoover Dam Bypass Project files.

B9-2

In closing, I wish to again express my gratitude for taking the time to meet and discuss some of the cultural concerns surrounding this project. I look forward to working closely with your office and assisting in the development of acceptable mitigation measures.

Sincerely,

Richard W. Arnold  
Executive Director

2300 WEST BONANZA ROAD • LAS VEGAS, NEVADA 89106 • (702) 647-5842 • FAX (702) 647-2647



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

FEB 22 1999  
In Reply Refer To:  
HPD-16

Mr. Richard Arnold  
Executive Director  
Las Vegas Indian Center, Inc.  
2300 West Bonanza Road  
Las Vegas, NV 89106

Dear Mr. Arnold:

Thank you for meeting with Mr. Jim Roller and myself in your office on February 9. It was interesting to learn more about the Las Vegas Indian Center, as well as some of the Native American history along the Colorado River.

After our meeting, we received your letter dated February 10. In your letter, you referred to the additional coordination that we have initiated with the Fort Mohave Tribe. Your understanding was that they chose not to participate in the Hoover Dam Bypass studies. That is not necessarily the case. We have sent them additional information and have requested their written comments.

We have also received your letter on behalf of the Pahump Paiute Tribe, dated January 6, and the letter from the Las Vegas Indian Center, dated January 7. These letters were regarding our selection of the Sugarloaf Mountain Alternative as the preferred alternative in the Final EIS. The selection of the Sugarloaf Mountain Alternative was based on minimizing environmental impacts, especially since the corridor has been previously disturbed with roads and transmission lines.

Now that a preferred alternative has been identified, our office will initiate the Section 106 consultation process with the State Historic Preservation Offices in Arizona and Nevada. This consultation will include our eligibility recommendations for traditional cultural properties (TCP), as well as for historic and prehistoric features. The TCP analysis will use NPS Bulletin 38 as a guide. The requirements in Executive Order 13007, *Access to Sacred Sites*, will be met so that access to sacred areas is accommodated.

We are proceeding with the Final EIS with Sugarloaf Mountain as the preferred alternative. Please keep in mind that the final decision will not be made until the Record of Decision is issued this fall.

We appreciate your comments and concerns on this important project. Please feel free to contact me at (303) 716-2116.

Sincerely yours,

*jm /s/*

Terry K. Haussler, P.E.  
Project Manager

bc: T. Haussler

J. Bingham, CH2M HILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707

yc: reading file

TKHAUSSLER:jm:2/19/99:L\design\hoover\arnold.wpd

**American Indian Chamber of Commerce  
of Nevada**

B10

1404 Colorado Street  
Boulder City, NV 89005  
(702) 293-4051

17 February 1999

Terry Haussler, Project Director  
Federal Highway Administration  
555 Zang Street,  
Room 259  
Lakewood, CO 80228

Dear Mr. Haussler:

The purpose of this letter is to express the concerns that American Indian Chamber of Commerce of Nevada (AICCN) has regarding the proposed bridge across the Colorado River below Hoover Dam:

B10-1 We strongly oppose the construction of roads or bridges on sacred Indian ground.

We strongly recommend consideration of the following alternative to building a bridge over the Colorado River: Allow only automobile traffic on Highway 93 between Boulder City and Kingman. Route truck traffic between Boulder City and Kingman through Searchlight via Highway 95 and Interstate 40. Further, use a portion of the funds earmarked for the proposed bridge to widen Highway 93 between Interstate and Highway 93 to at least four lanes, possibly six lanes, since this route would become a major north-south artery. This alternative has several appealing points:

B10-2 It would avoid construction on sacred Indian ground.  
It would stop trucks from traveling over the Hoover Dam, thus avoiding possible spillage of dangerous materials from the City of Boulder City.  
Although the highway through (or possibly around) Searchlight is a slightly longer route distance-wise between Kingman and Boulder City, it may actually be shorter time-wise once the widened highway is completed. This improved highway would also provide automobile traffic with an alternative to traveling over the dam. Thus, it would lead to decreased tourist automobile traffic over the dam and through Boulder City. The automobile traffic through Boulder City would most likely be tourists that visit the dam and/or avail themselves of Boulder City businesses.

B10-3 3. It is our understanding that approximately \$5 million dollars of Bureau of Indian Affairs (BIA) funds were used to conduct the study of bridge alternatives. This fact should be confirmed and, if true, these funds, that were budgeted for the benefit of American Indians, should be restored to the BIA.

4. We recommend an addendum to the bridge study. This study should invite public opinion and address the following issues:

B10-4 a. Why wasn't an alternative route studied for cost-comparison?  
b. Was the cost of destruction of sacred Indians land considered at all?  
c. Was the cost of improving the roads on either side of the Dam considered?  
d. What other hidden costs, financial or not, are a potential threat to Boulder City, Lake Mead National Park and the Indian community?



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

March 12, 1999

In Reply Refer To:  
HPD-16

Mr. Larry Morales, President  
American Indian Chamber of Commerce of Nevada  
1404 Colorado Street  
Boulder City, NV 89005

Dear Mr. Morales:

We have received your letter dated February 17, 1999, regarding our selection of a preferred alternative on the Hoover Dam Bypass project. The Sugarloaf Mountain Alternative was selected because it meets the purpose of the project, while minimizing environmental impacts. Much of the corridor has already been disturbed with roads, transmission lines, and other Hoover Dam appurtenances.

Your letter addressed four specific concerns. Following is a response to each:

1. Concerns with impacts to sacred Indian ground

The guidelines in NPS Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*, are being followed to evaluate potential Traditional Cultural Properties (TCP's). The requirements in Executive Order 13007, *Access to Sacred Sites*, will also be met so that access to sacred areas is accommodated.

2. Recommendation to require truckers to use the U.S. 95 and I-40 corridors

This alternative was considered and dismissed in Chapter 2 of the Draft Environmental Impact Statement (DEIS). Per your request, a copy of the DEIS is enclosed. A similar alternative, the Laughlin-Bullhead City Alternative, was studied in more detail and dismissed for similar reasons. The Laughlin-Bullhead City study is included in the DEIS as Appendix 2. These alternatives were dismissed for two primary reasons:

- They do not meet a primary objective of the Hoover Dam Bypass Project, which is to remove through traffic from Hoover Dam. Although trucks could be restricted from crossing at Hoover Dam (if a reasonable alternative was available), vehicular through traffic would continue to use the Hoover Dam crossing.
- The U.S. 93 route is 23 miles shorter than the Laughlin-Bullhead City route and 70 miles shorter than the U.S. 95/I-40 route. The indirect costs associated with this additional distance are enormous - approximately \$770 million over a 20-year period for the Laughlin-Bullhead City route alone. The indirect costs of the U.S. 95/I-40 route have not been computed, but would be proportionately higher than the Laughlin-Bullhead City route. These indirect costs are based on typical operating, vehicle, and maintenance costs - \$0.32 per mile for cars and \$1.00 per mile for trucks. Also, there would be costs and impacts associated with the additional accidents that would result and from the additional air pollution that would be generated because of the

**American Indian Chamber of Commerce  
of Nevada**

Page Two

Please don't take these concerns lightly. We are aware that other groups have similar concerns and hope that you understand we all want what is best for all people. Additionally, we would appreciate if you would send us the Environmental Impact Study and the related Hoover Dam Bypass update letters.

Respectfully submitted,

  
Larry Morales  
President

Cc: Richard Arnold, Las Vegas Indian Center  
Fred Dexter, Sierra Club  
Nevada Indian Environmental Coalition

additional distance. These costs have not been computed.

**3. Understanding that BIA funds were used to conduct the bridge study**

There have not been BIA funds used for any of the studies. The studies have been funded by the Bureau of Reclamation, the FHWA, and the two state highway departments.

**4. Recommend an addendum to the bridge study and additional public input**

A. Other alternative routes have already been studied and were dropped from further consideration.

B. The cost of the impacts to lands considered sacred by Native Americans has not been computed. This would be very difficult, if not impossible, to quantify.

C. The cost of improving the roads adjacent to the Hoover Dam Bypass project has not been considered, since a new bridge crossing does not necessitate the improvement of these roads.

D. We do not believe there are "hidden" costs or impacts associated with this project. Certainly there are indirect and cumulative impacts. These are addressed in Chapter 5 of the DEIS.

The Federal Highway Administration will initiate the Section 106 consultation process with the State Historic Preservation Offices in Arizona and Nevada within the next six weeks. This consultation will include our eligibility recommendations for traditional cultural properties, as well as for historic and prehistoric features. In the meantime, we are proceeding with the Final EIS with Sugarloaf Mountain as the preferred alternative. Please keep in mind that the final decision will not be made until the Record of Decision is issued this fall.

Per your request, we are enclosing a copy of the five project newsletters that have been sent out during the last year and a half. You are also being added to our mailing list to receive copies of future newsletters. If you have any additional questions or concerns, feel free to contact me at (303) 716-2116.

Sincerely yours,

13/

Terry K. Haussler, P.E.  
EIS Manager

Enclosures

bc: T. Haussler  
Mr. Jeff Bingham, CH2M HILL, 3 Hutton Center Drive, Suite 200, Santa Ana, CA 92707  
THAUSSLER:3/12/99:L:Design\Hoover\tribes4.wpd



# American Indian Chamber of Commerce

B11

14 April 1999

Mr. Arthur E. Hamilton, P. E.  
Program Manager, Federal Lands Highway  
U. S. Department of Transportation  
Federal Highway Administration  
400 Seventh Street S. W.  
Washington, D. C. 20590

Dear Mr. Hamilton:

This is in response to your letter dated 5 April 1999. Mr. Larry Morales recently resigned as President of the American Indian Chamber of Commerce of Nevada to devote more time to assisting needy Indians with their legal difficulties. As the new President, I want to thank you for your expeditious reply to Senator Bryan's request to review Mr. Morales' letter, and to Mr. Terry Haussler, CFLHD, Denver for his earlier response to Mr. Morales' letter expressing concerns about the Hoover Dam Bypass Project. It appears your agency has conducted a very thorough study and has minimized adverse impact to the environment and culture. I am particularly pleased that you have consulted many tribes or tribal organizations and that you are continuing to do so in an effort to minimize construction on sacred Indian ground.

Our Board of Directors has been briefed on the responses we received from you and Mr. Haussler and is in agreement that this is a closed issue as far as we are concerned. Again, thank you for providing us the facts.

Respectfully submitted,

*Karl D. Simecka*  
Karl D. Simecka  
President

Cc: The Honorable Richard H. Bryan  
United States Senate

Terry Haussler, Project Director  
Federal Highway Administration

## Board of Directors

### President

Larry Morales  
Integrity Dodge

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Bob Crow  
Arrowhead Technologies

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BankWest of Nevada  
STP Development  
Arrowhead Technologies, Inc.

## Response to Comment B11

See the FHWA Central Federal Lands Highway Division letter (dated March 12, 1999, from Mr. Terry K. Haussler) in response to comment letter B10, dated February 17, 1999, from the American Indian Chamber of Commerce of Nevada.

B12

April 26, 1999

Reference: HPD-16

Terry K. Haussler, P.E.  
U.S. Dept. of Transportation  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, CO 80228

Dear Mr. Haussler:

Thank you for the subject material regarding the Hoover Dam Bypass Proposal for construction of an additional bridge over the Colorado River to alleviate the heavy vehicle traffic flow and influx of tourist at the Dam. We appreciate the contact and solicitation for tribal input from the AHAMAKAV CULTURAL SOCIETY

B12-1

Of utmost concern regarding the project is the possible negative impact on future burial sites. We are aware human remains and associated funerary objects have been unearthed at Willow Beach and nearby locations through archaeological surveys, floodwaters, excavations and probably also through some inadvertent discoveries.

B12-2

The Mojave People of the lower Colorado River began their existence on earth in the Black Canyon/Spirit Mountain locale -- where still is witnessed the caves, rock shelters, petroglyphs, trails, and wherein lie the source of Mojave legends and songs. These traditional lands extend to the present Blythe, CA area.

B12-3

Although the Mojave has always cremated their dead, including associated funerary, religious and ceremonial objects, there remains a deep concern for possible future discoveries. Therefore, we strongly urge P.L. 106 compliance in addition to: a) Prohibiting photography for public use in any manner, b) Divulgence of burial sites, c) If tribal permission allows analysis procedure of remains, that no destructive material be utilized in the performance, d) Completion of the analysis in a timely manner, e) Return of remains, et al, to initial site for reinterment if area safe, f) Contact of proper affiliated tribe, otherwise, for other arrangements.

B12-4

An additional concern is for the endangered wildlife species in the project area; namely, the tortoise and the eagle. What protection/preservation measures would be provided? Might future removal to other sites be considered if necessary?

B12-5

Irregardless of the route and bridge site selected by FHWA, Federal Highways Administration, Traditional Cultural Properties would be affected to some degree.



U.S. Department  
of Transportation  
Federal Highway  
Administration

Central Federal Lands  
Highway Division

555 Zang Street, Room 259  
Lakewood, CO 80228

May 21, 1999

In Reply Refer To:  
HFL-16

Ms. Elda Butler  
Director  
AHAMAKAV CULTURAL SOCIETY  
P.O. Box 5990  
Mohave Valley, AZ 86440

Dear Ms. Butler:

Thank you for your letter dated April 26, 1999, with your comments and concerns about the Hoover Dam Bypass project. Your concerns are similar to those we heard from other tribes during the ethnographic interviews last year.

Much of your letter was concerning the possibility of encountering burial sites during construction. During our cultural resource surveys, we did not find any burial sites along any of the proposed corridors. Because the terrain is very steep and rocky throughout most of the project area, we do not anticipate encountering any sites during construction either; however, if any are encountered, you can be assured that construction will be temporarily stopped in that area. Appropriate procedures will be followed, including the notification of tribal representatives.

During the biological surveys, no bald eagle roosting sites were found in the project area. Additional surveys will be done prior to construction. If any perch sites or roosting sites are found, consultation will be re-initiated with the U.S. Fish and Wildlife Service. We are now consulting with them to develop a mitigation plan to minimize impacts to the desert tortoise. Mitigation is likely to include measures such as having a qualified biologist on site during construction and relocating any tortoises that are encountered during construction.

In late December 1998, after evaluating comments from the public, agencies, and other organizations, we decided to proceed with the Sugarloaf Mountain Alternative as the preferred alternative. During our telephone conversation this week, you indicated that you prefer the Promontory Point Alternative over the Sugarloaf Mountain Alternative. As we discussed, both of these alternatives have less environmental impacts than the Gold Strike Canyon Alternative. Both alternatives are located less than 1/3 mile from the dam and both use corridors that are already largely disturbed. Most agencies and organizations prefer the Sugarloaf Mountain Alternative because it has the least environmental impacts, the best roadway geometry, and because it would distract less from the views from the top of Hoover Dam. The Promontory Point Alternative requires the longest bridge of the three "build" alternatives, because it spans across Lake Mead. Even though we are proposing a "containment" system to capture any

Thank you. Please notify us of future undertakings which may be of concern to the Mojave.

Sincerely yours,

*Elda Butler*

Elda Butler, Director  
AHAMAKAV CULTURAL SOCIETY  
P.O. Box 5990  
Mohave Valley, AZ 86440

EB:ldo

cc: Mr. Allen Gross, Hallock and Gross, 517 W. University Dr., Tempe, AZ 85281

bazardous material spills on the bridge, we have received several comments with concerns about the possibility of contaminating Lake Mead - a major source of drinking water for southern Nevada.

Even though we are proceeding with the Sugarloaf Mountain Alternative, a final decision will not be made until the Record of Decision is issued next year. Our schedule is as follows:

July 1999 - Begin consultation with State Historic Preservation Office  
Aug. 1999 - Begin additional tribal coordination  
Dec. 1999 - Distribute Final EIS for comments  
Jan. 2000 - Issue Record of Decision

Thanks again for taking the time to review the Draft EIS and to provide your comments to us. We will be contacting you later this summer as we continue to coordinate with interested tribes. If you wish to discuss our selection of the Sugarloaf Mountain Alternative, or if you have any other questions or comments, please feel free to contact me at (303) 716-2116 or Jim Roller, Project Manager, at (303) 716-2009.

Sincerely yours,

*Terry K. Haussler*

Terry K. Haussler, P.E.  
EIS Manager

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## **Responses to the General Public's Comments**



C1

9-28-99

To Whom it may concern  
re Hoover Dam Bypass.

C1-1

After reading available  
material, Sugarloaf route  
looks like the best choice.  
I am not happy about  
the disruption to Bighorn  
Lambing grounds + the loss of  
deer habitat, but  
we call it "progress".

C1-2

Please keep me on your  
mailing list.

Thank you

T. Adams

THERESA A ADAMS  
PO BOX 10285  
GOLDEN VALLEY AZ 86413-2285

#### Response to Comment C1-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for its selection.

#### Response to Comment C1-2

The author has been added to the permanent mailing list for the Hoover Dam Bypass Project.

C2

BBBBBERDINE@aol.com, 09:42 PM 10/14/98, Dam Bypass

Return-Path: <BBBBBERDINE@aol.com>  
From: BBBBERDINE@aol.com  
Date: Wed, 14 Oct 1998 21:42:02 EDT  
To: haussler@road.cflhd.gov  
Subject: Dam Bypass

C2-1 The bypass needs to be built as soon as possible. The chance of an accident closing down the highway increases with each passing truck over the dam. It should not take any thought process at all to figure out that if this happens we and all of the visitors at the dam could be put in a very perilous position. Please proceed at full speed to complete the bypass.  
Thank you,  
V.M. Berdine

Printed for Terry Haussler &lt;haussler@road.cflhd.gov&gt;

1

**Response to Comment C2-1**

Before construction can begin, the FEIS and a ROD must be approved. In doing so, public safety is a requirement that the U.S. 93 bypass and new bridge must meet, as this is one of the screening criteria used in development of the preferred alternative (Chapter 2, Table 2-1). The EIS process will help ensure that the newly constructed crossing meets traffic and pedestrian safety requirements and greatly reduces the numerous accidents at the dam.

C3

# Memorandum

To: Terry Haussler, Federal Highway Administration  
 From: Richard J. Bravo  
 Date: 10/25/98  
 Re: Hoover Dam Bypass draft Environmental Impact Statement and Section 4(f)  
 Evaluation Dated 9/14/98

Teny.

It was a pleasure talking with you at the 10/14/98 public meeting in Boulder City. At that time, I had prepared a table of reasons to stop considering the Gold Strike Canyon Alternative and I placed a copy in the suggestion box at that meeting. I have since revised, and added to, that table and a copy of the new version, dated 10/25/98, is enclosed.

C3-1 My motive is clear: keep the highway and bridge away from Gold Strike Canyon.

There are a few other matters that did not seem to belong in the table and they follow.

1. About funding this project, I have long felt that the politically powerful people of Southern California should be involved in getting Congress to find the needed money. It is Southern California that takes most of the power from Hoover Dam and without the dam to regulate the Colorado River flow, the heavily farmed Imperial Valley could not exist. Should the No Build Alternative win by default for lack of funding, the risk of a truck accident on or near the dam would continue to be high. Such an accident could affect the dam's power generating capability or, even worse, result in contaminating the waters of Lake Mead and the Colorado River. Either of these catastrophes would affect us all, but there are many, many more people in Southern California than in Southern Nevada and Arizona. The FHWA project team should take a lead role in explaining this situation and obtaining the full support of the California people (and especially their Congress-persons) in making sure that this project is adequately funded, and soon. It is clearly in their best interests to do so.

Along this line, you may recall that some trucks carrying radioactive materials arrived at the Nevada Test Site last year which were leaking hot material. These trucks crossed Hoover Dam on their way to the NTS. I spend some time as a volunteer at the Hoover Dam Visitor Center and there is almost no

1

## Response to Comment C3-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative over the Gold Strike Canyon Alternative in large part due to the severe environmental impacts associated with the latter alternative.

## Response to Comment C3-2

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (June 2000). The study assessed toll crossings and other financing options. The results of that study are reflected in the FEIS for this project (see EIS, Section 2.9).

Assuming the project is funded, the preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River). Section 2.6.2.1 of the FEIS discusses the rationale for selection of the preferred alternative.

See also response to Comment A10-2.

October 25, 1998

time when a large truck is not on the dam. Just one human error is all it takes.

C3-3

2. There is some discussion on page ES-7 about the possibility of charging a toll for using the bridge. I have been told by a former Bureau of Reclamation senior manager that Arizona is historically opposed to road or bridge tolls, and so am I. The purpose of the bridge is not just to allow faster north-south transit to help the NAFTA but to protect the Hoover Dam facility. This protection benefits us all, not just the crossers of the bridge. Therefore, we, the people of the United States, should all share in the cost of the project. It would also be a mistake to discourage use of the new bridge by applying a fee only to commercial vehicles.

C3-4

3. No date is given for completion of the NDOT/ADOT "financing study" and for the solicitation of public input. Is there a schedule?

C3-5

4. It appears from page 3-82 and from my discussion with the National Park Service representative at the 10/14/98 meeting that the NPS is strongly opposed to the Gold Strike Canyon Alternative. That makes a great deal of sense to me.

C3-6

5. A minor point, but I do not believe that the Lake Mead shoreline is 822 miles long (page 3-38). I think that it is closer to 540 miles long (about the same as the distance from me to you), but this is an easy thing to check out.

If you have any questions or would like to discuss any of this material, please call me or send a fax, letter or e-mail transmission to me.

Best regards,

  
Richard J. Bravo

1573 Bermuda Dunes Drive

Boulder City, NV 89005-3849

Voice: 702/293-1590

Facsimile: 702/293-8655

E-mail: rbravo@anv.net

### Response to Comment C3-3

See response to Comment C3-2.

### Response to Comment C3-4

The NDOT/ADOT financial feasibility study was released in June 2000 (see EIS Section 2.9).

### Response to Comment C3-5

NPS, in a letter to FHWA dated November 11, 1998, stated that that organization would refrain from identifying a preferred alternative until all EIS and related processes have been finalized. However, they did note that more public hearing participants supported the Sugarloaf Mountain Alternative than both the Gold Strike and Promontory Point Alternatives combined.

### Response to Comment C3-6

According to NPS staff, the Lake Mead shoreline length depends upon the elevation of the lake itself. The figure the NPS uses most often is based on the average lake elevation of 1,200 feet, resulting in a shoreline 714 miles long. If shoreline for Lake Mohave is also included, the length is approximately 953 miles long. The FEIS has been revised to include this updated information.

**THE REASONS TO DISCONTINUE CONSIDERATION OF THE GOLD STRIKE  
CANYON ALTERNATIVE FOR THE HOOVER DAM BYPASS**

**A Targeted Review of the Hoover Dam Bypass Draft Environmental Impact  
Statement and Section 4(f) Evaluation Dated 9/14/98**

Prepared by Richard J. Bravo  
rbravo@anv.net

ITEM	REFERENCE	PAGE	COMMENT
Project Cost		ES-2 ES-3 3-15 3-40 6-25	The Gold Strike Canyon Alternative (GSCA) cost estimate is 5.4% higher than that for the Promontory Point Alternative (PPA) and 8.6% higher than the Sugarloaf Mountain Alternative (SMA) estimate. The DEIS is not clear on whether the GSCA cost includes the recommended \$1 million 5,170- or 7000-foot (depending on the DEIS page) sound barriers and whether the PPA estimate includes the extra cost of the recommended accelerated bridge building schedule.
Project Construction Period	Table 3-22	2-17 2-31 2-32 3-114	Although the GSCA construction requires as much as 6 years, all three alternatives are planned for completion in 2007. GSCA is not likely to be completed before 2008. The Table 3-22 figures on page 3-114 do not seem to be consistent with the 5 and 5-6 year figures used elsewhere.
Noise	Table ES-1 Table 6-1	ES-4 3-13 3-14 4-1 6-7 6-18 6-25	Only the GSCA causes a substantial increase in operational noise level (more than 15dBA) under FHWA, NDOT and ADOT noise abatement policies. This noise level exceeds standards.
Habitat Previously Undisturbed	Table 3-13	3-27	GSCA disturbs 3.4 times as much previously undisturbed habitat as does PPA and 3.8 times as much as does SMA.
Cliff Habitat	Table 3-13	3-27	GSCA affects 3.0 times as much critical cliff habitat as does PPA and 9.1 times as much as does SMA. This GSCA cliff loss is mostly in an isolated area and it creates a possible impact on the mountain lion population, which does occur with either PPA or SMA.
Biological Resources	Table ES-1 Table 3-13	ES-4 3-27	The GSCA disturbs 18 times as much desert wash habitat as does the PPA and 37 times as much as does SMA.
Biological Resources	Table ES-1 Table 3-14	ES-4 3-29	The GSCA causes the loss of 1.5% more marginal desert tortoise habitat than does PPA and 9.2% more than does SMA.

**Response to Comment C3-7**

The author's list of reasons for discontinuing consideration of the Gold Strike Canyon Alternative is consistent with the analysis in this EIS and with the rationale used in identifying the Sugarloaf Mountain Alternative as the preferred alternative. See Chapter 3 of the EIS for detailed comparison and analysis of the impacts associated with the Gold Strike Canyon Alternative.

ITEM	REFERENCE	PAGE	COMMENT
Biological Resources	Table ES-1 Table 3-14 Table 3-15	ES-4 3-29 3-30	The GSCA impacts 2.2 times as much desert bighorn sheep lambing habitat as does PPA and 2.76 times as much as does SMA. At least twice as many sheep water resources are disrupted by GSCA as by either other alternative.
Biological Resources	Table ES-1 Table 3-14	ES-4 3-29	There are also large numbers of Double-Crested Cormorants and Great Blue Herons residing in this area, particularly down river from the dam. There are also Ospreys, Golden Eagles and a wide variety of waterfowl in this area. These species should be protected by the same mitigation measures as are those listed in the referenced tables.
General Habitat Concerns	Table 3-13	3-27	The general quality of the habitat affected by GSCA is much higher than that affected by either PPA or SMA.
Developed Acreage	Table 3-18	3-60	The total developed acreage is 16% less for GSCA than for PPA and 7% less than SMA. This would seem to favor the GSCA, however the quality of the GSCA acreage is much higher (see above).
Water Resources	Table ES-1	ES-4	GSCA has the greatest potential for construction impacts.
Visual Character		3-61	Gold Strike Canyon should be added to the list of primary forms in the proposed project area.
Cultural Resources	Table ES-1	ES-5	Five historic features eligible for, or listed in, the NRHP are potentially impacted by GSCA versus four for either PPA or SMA.
Section 4(f)	Table ES-1 Table 6-1	ES-5 6-7	1.46 times as much 4(f) land is impacted by GSCA as is by PPA. 1.22 times as much 4(f) land is impacted by GSCA as is by SMA.
Comparison of Alternatives Considered	Table 2-1	2-9 2-10	A careful analysis of the reasons for eliminating 13 alternatives from the DEIS shows that the GSCA meets less of the un-weighted screening criteria than do 8 of the 13 that were eliminated. The DEIS shows that GSCA fails to minimize the use of Section 4(f) lands, has a severe impact on an extensive area of pristine habitat, has a severe impact on wildlife and has excessive costs. These are Screening Criteria 2, 3, 4, and 5, respectively. There were good reasons to bring GSCA this far but there are none to justify giving it any further consideration.
Visual Resources	Table ES-1	ES-5 6-19	Only the GSCA would forever alter the view of Gold Strike Canyon. There are no other geothermally active canyons like Gold Strike below the Grand Canyon, and maybe above it as well.
Recreation Resources	Table ES-1	ES-5 6-19	Only the GSCA would close the Gold Strike Canyon hiking trail for 5-6 years. It would also result in a bridge that, in itself, is not likely to be a tourist attraction.



ITEM	REFERENCE	PAGE	COMMENT
Cultural Resources	Table ES-1	ES-5 3-42 3-48 3-49 3-68 Figure 2-11 3-88 3-90 6-17 6-19	Both PPA and SMA are claimed to have adverse effects on the historical visual setting of Hoover Dam, while GSCA does not. There are no view simulations for GSCA taken from Hoover Dam to substantiate this claim. Using Figure 2-11 and taking a line-of-sight down river from the approximate location of the Visitor Center, it looks like the west end of the river bridge and possibly a part of the access highway will, in fact, be visible. The SHPO "suggestion" and "opinion" on pages 3-49 and 3-50 are incorrect and the GSCA will have some adverse effect on the historical visual setting of Hoover Dam under 36 CFR 800.9.
			<p>The DEIS states that only the SMA visual impact can be mitigated by the use of suitable design and materials. It seems obvious that the PPA visual impact can be mitigated by the same techniques that would be used for the SMA.</p> <p>These visual effect opinions were given more than five years ago and they should be critically re-evaluated. Then or now, there is no way to mitigate the visual effect that the GSCA would have on Gold Strike Canyon. Gold Strike Canyon may not be a National Historic Landmark but it is certainly a unique resource that cannot be replaced. Regardless of the alternative selected, the new facilities will be visible from at least one viewpoint. It makes more sense to keep the human-made structures grouped together, by keeping the bridge close to the dam, than it does to spread them over an even broader area than they now impact.</p>
Fills In Waters of the U.S.	Table 3-16	3-31	The required temporary and permanent fills for GSCA are much higher than for either PPA or SMA.
Roadway Profiles		3-37	Only 29% of the GSCA roadway has a grade less than 3%, compared to 80 to 90% for PPA and SMA. The GSCA road grade profile displayed at the 10/14/98 public meeting in Boulder City showed that roughly 50% (about 1.65 miles) of the GSCA highway approach is at a 6% grade and about 16% is at a 5.3% grade. Compared to either PPA or SMA, these grades will certainly be much more dangerous downhill for heavy trucks and slower and more expensive for them uphill. Steep roads are also more difficult to build and they typically cause increased erosion rates.

ITEM	REFERENCE	PAGE	COMMENT
Bridge Requirements	Figure 2-4 Figure 2-8 Figure 2-11	2-13 (est.) 2-22 (est.) 2-34 (est.)	GSCA requires the construction of 11 bridges, compared to 2 for PPA and 3 for SMA. There appear to be some pagination problems in this section of the DEIS.
Water Quality		3-37 3-38	Because of the steep slopes involved, GSCA is felt to have the greatest potential for impacting live water quality from erosion both during construction and under operational conditions.
Archeological Sites		3-50 4-2	Both the PPA and SMA APEs have two archeological sites, the GSCA APE has none. Unavoidable adverse impacts will occur at these sites.
Cultural Resource Effects, Mitigation Measures	Table ES-3	ES-10	There are five historic features endangered by the construction of the GSCA, and four each for PPA and SMA. Some mitigation of this danger, other than SHPO consultation, needs to be implemented.
Air Quality Effects, Mitigation Measures	Table ES-3	ES-8	It would seem likely that adherence to Mojave County dust abatement permit restrictions and Arizona requirements would also be required.
Land Use/section 4(f) Effects, Mitigation Measures	Table ES-3	ES-8 ES-11 3-15 6-25	Only GSCA requires the installation of a 10-foot high noise barrier to even approach compliance with federal and state noise abatement policies. The barrier is either 5,170 feet long (page 6-25) or 7,000 feet long (page ES-8). It is not clear whether the estimated \$1,048,000 cost of this barrier is included in the \$215 million cost estimate for GSCA.
Visual Resource Effects, Mitigation Measures	Table ES-3	ES-11 6-19	From page 6-19, "...the natural views and rugged appeal of this pristine canyon setting would be permanently replaced with concrete columns and overhead bridges crisscrossing the canyon for most of its length. This condition would substantially diminish the utility of this natural trail access to the river." No coloring of concrete or steel will allow the highway to blend in with the natural scenic beauty of Gold Strike Canyon.

10/25/98/RJB

C4

Boulder City, Nevada  
November 7, 1998

Mr. Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood CO 80228

Dear Mr. Haussler:

This letter presents my comments to the Draft Environmental Impact Statement for the proposed highway replacement and bridge crossing of the Colorado River at Hoover Dam.

C4-1 I recognize the need for the removal of the commercial and transient traffic over Hoover Dam and strongly support a replacement bridge crossing over the Colorado River. I am very disappointed that the DEIS did not address a crossing in the vicinity of Willow Beach equally with the other alternatives. I consider this omission a fatal flaw in the document.

C4-2 The purported rationale that the 4(f) prohibitions administratively eliminated the Willow Beach alternative flies in the face of the admission that the other alternatives do have 4(f) impacts. Do high fills and severe cuts into the craggy mountainous canyons in the vicinity of Hoover Dam exhibit less esthetic impact than a roadway across a desert terrain that extends almost endlessly?

C4-3 The statement that the proposed alternatives are less expensive is unsupported, but the Willow Beach route is acknowledged to be two to three miles shorter. Two or three miles can amount to a significant savings in time, and reduced maintenance costs and emission pollution, given the stated traffic expectations over the route.

The document makes many unsupported subjective statements which should be backed up, but which I will not address for the sake of brevity.

C4-4 It may well be that an equal analysis of the Willow Beach alternative will clearly demonstrate that it is not viable, but it should be presented in the EIS for the benefit of the decision makers on the final alternative.

### Response to Comment C4-1

The Willow Beach Alternative is addressed in the DEIS in the Executive Summary (Areas of Controversy) and Section 2.5 and was analyzed in previous documents, as discussed in Section 1.3. Analysis conducted as far back as 1966 showed that the downstream crossing near Willow Beach was not considered economically justified because of higher costs related to construction of about 19 miles of new roadways and bridges. As discussed in Section 2.5 and Table 2-1, the Willow Beach Alternative has been eliminated from further consideration for the following reasons: (1) the Willow Beach crossing would affect the most Section 4(f) lands of any alternative; (2) it would pass through extensive pristine habitat; (3) it would impact known peregrine falcon breeding areas, bighorn sheep habitat and movement corridors, and desert tortoise habitat; (4) the cost of constructing this alternative would be higher because longer sections of new highway and bridges would be required; and (5) it would result in operating and maintaining extensive lengths of duplicate highway routes.

### Response to Comment C4-2

Section 4(f) requires that the selected alternative must be a feasible and prudent alternative with the least harm on Section 4(f) resources (as discussed in Sections 2.5 and 6.6 of the EIS); hence, this was a major reason for elimination of Willow Beach and other alignments affecting substantially greater Section 4(f) acreage.

Additionally, construction through 3.3 miles of mountainous terrain adjacent to Hoover Dam compared to 22.3 miles of open desert is not an issue of esthetic impact, but rather of wildlife impact. Constructing a new 19-mile roadway across desert terrain, rather than near the dam, would substantially impact known peregrine falcon breeding areas, bighorn sheep habitat and movement corridors, desert tortoise habitat, and other wildlife.

### Response to Comment C4-3

In a 1994 study, NDOT determined that the Willow Beach Alternative would cost approximately \$100 million more to construct than the Sugarloaf Mountain Alternative (*U.S. 93 Colorado River Crossing Corridor Study, 1994*). For an equitable comparison with the Willow Beach Alternative, NDOT added the costs of a Boulder City Corridor project and a

C4-5 The last significant issue that bothers me is the format of the "public meeting". I believe that the expectation in the requirements of the National Environmental Policy Act was that public meetings would allow the interested public to openly express their views before an assembly of other interested people, and that this sharing of ideas would produce a clear demonstration of the various views of the public. The format used in this instance precluded any public discussion. It may remain to be seen if the format you chose will meet the requirements of NEPA.

C4-6 I do not expect an individual response to this letter unless there is some way that you feel that I can assist in the fulfillment of this project which, as I said, I heartily endorse. I would much rather your time be used in clearing up the issues stated above which I feel are severe. I do expect to see some general publication demonstrating how you addressed the issues from all the commenters on the DEIS, especially following the format of the public meeting.

Very truly yours,

Robert C. Brose

1426 Bronco Road  
Boulder City, NV 89005  
(702) 293-0594  
email: broses@aol.com

two-lane widening of Arizona U.S. 93 (in the LMNRA) in the total estimate to construct the Sugarloaf Mountain Alternative.

It is acknowledged that the Willow Beach Alternative would have the advantage of lower operating costs over a 20-year period compared to the preferred alternative, since it is a shorter route. Although, the fact that 10 miles out of the 19-mile total length of Willow Beach have a 5 percent or steeper grade may negate any benefits of the shorter distance. Hence, the construction cost advantage of staying in the existing U.S. 93 corridor may be negated by the user cost savings of the shorter route. However, the substantially greater Section 4(f) impacts of the Willow Beach Alternative require selection of a reasonable harm-minimizing alternative, which is accomplished with the Sugarloaf Mountain route.

#### Response to Comment C4-4

The Willow Beach alternative was presented and analyzed in the DEIS and eliminated from further detailed consideration, as discussed in response to Comment C4-2. It was equally analyzed, along with 16 build and traffic systems management (TSM) alternatives, under a consistent set of 9 screening criteria described in Section 2.5.

#### Response to Comment C4-5

NEPA requires that a lead agency make diligent efforts to involve the public in preparing an EIS. The agency must provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents to inform interested persons and agencies. Public hearings were held for this project in accordance with NEPA regulations (40 CFR 1506). The regulations do not dictate the format of the hearing. The purpose is to gather public input regarding the proposed project and its alternatives. The purpose is not to hold a public debate or discussion. The public was provided with ample opportunities to record their comments via a court reporter and comment sheets and to have their questions answered by project management and technical staff.

#### Response to Comment C4-6

The FEIS for this project responds to all the public and agency comments received on the DEIS and at the public hearings. A copy of the FEIS was provided to the commenter.

C5



94.3  
FM



THE HEARTBEAT  
OF QUARTZSITE  
BEAUTIFUL MUSIC

16031 Camel Drive, P.O. Box 1  
Quartzsite, Arizona 85346  
1-520 (602) 927-5111

FEDERAL HIGHWAY ADMINISTRATION  
555 ZANG ST. room 259  
LAKEWOOD, CO. 80228

Oct. 1 ?  
TKH  
SEPT. 1, 1998

Attn. Terry Haussler ( HPD-16 )

Dear Mr. Haussler,

As a former BLM Advisory Committee Member, I am submitting this  
letter as a public comment on the Hoover Dam bypass Project.

After studying the Draft Environmental Impact Statement, I would  
C5-1 Suggest the # 2 Sugarloaf Mountain as the preferred Alternative  
Bypass at Hoover Dam.

Sincerely, Buck Burdette

*Buck Burdette*

**Response to Comment C5-1**  
See response to Comment C1-1.

C6

Betty Byford, 08:46 PM 10/8/98 , HOOVER DAM BYPASS

Return-Path: <jake@kingman.com>  
 From: "Betty Byford" <jake@kingman.com>  
 To: <haussler@road.cfilhd.gov>  
 Subject: HOOVER DAM BYPASS  
 Date: Thu, 8 Oct 1998 20:46:34 -0700  
 X-Msmail-Priority: Normal  
 X-Mimeole: Produced By Microsoft MimeOLE V4.72.2106.4

C6-1 I FEEL THAT THE SUGARLOAF ALTERNATIVE WOULD BE THE BEST WAY  
 TO GO. IT'S THE CHEAPEST AND A MORE DIRECT ROUTE AND THE VIEW  
 OF THE DAM WOULD BE OUTSTANDING.

<!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
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 <META content="MSHTML 4.72.2106.6" name=GENERATOR>  
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 THE BEST WAY</FONT></DIV>  
 <DIV><FONT size=2>TO GO. IT'S THE CHEAPEST AND A MORE DIRECT  
 ROUTE&nbsp; AND  
 </FONT><FONT size=2>THE VIEW</FONT></DIV>  
 <DIV><FONT size=2>OF THE DAM WOULD BE  
 OUTSTANDING.</FONT></DIV></BODY></HTML>

Printed for Terry Haussler &lt;haussler@road.cfilhd.gov&gt;

1

## Response to Comment C6-1

See response to Comments A12-2 and C1-1.

C7

10-27-98

Terry Haussler

Greg Campbell  
878-4518 (Tues-Wed)  
702-298-6016

C7-1 I sent this letter out to local newspapers to gather support for closing Hoover Dam to trucks on a temporary basis. I am requesting that you include these responses from concerned citizens in the Draft Environmental Impact Statement. I realize that the Laughlin route is not a perfect solution, but it will work on a temporary basis. Please do not underestimate the public support for detouring the trucks through Laughlin. It could be a very costly public relations mistake that could be embarrassing to you and your department. These concerned citizens will become more organized in their efforts to be heard. It would be in your best interests to make every effort to use the Laughlin route on a temporary basis until the Hoover Dam Bypass bridge is built.

C7-2

In the past, you have been very negative towards Laughlin. The CBS television show "60 Minutes" is currently gathering information to do a story on the Hoover Dam Bypass. If you were to support the temporary Laughlin route, it would make you look like a common sense problem solver, and at the same time you could show them the pressing need to get the trucks off the dam. This could go a long way in gathering public support in speeding up this whole project.

Good luck to you in your difficult decisions that lie ahead.

Sincerely,



### Response to Comment C7-1

See response to Comment C7-12.

### Response to Comment C7-2

Analysis conducted in Appendix B of the DEIS was undertaken because the PMT was requested to do so through the public outreach process and by the Laughlin Town Advisory Board. This analysis concludes that the LBA does not meet the purpose and need of the Hoover Dam Bypass Project. Additionally, the traffic analysis shows that even with the implementation of the LBA, traffic congestion at Hoover Dam would continue at unacceptable levels. In failing to improve the level of service, the LBA does nothing to address the critical needs of the Hoover Dam Bypass Project: correcting inadequate roadway capacity in the vicinity of the dam and reducing the potential for accidents or interference in dam operation. The additional 23 miles in travel distance would increase, rather than decrease, travel times. The extra distance would also lead to an increase in traffic accidents in this major commercial traffic corridor.

For specific details on the elimination of this alternative, see response to Comment Letter B1, EIS Chapters 1 and 2, and Appendix B.

## HOOVER DAM BYPASS

I am trying to solve the problem of all those trucks crossing Hoover Dam. I am working on a plan to detour these 15,000 trucks through Laughlin for the next five years, on a "temporary" basis. The Bureau of Reclamation still wants truck traffic eliminated across Hoover Dam, but the new bridge cannot be built for at least five years. The Bureau has the authority to close the dam to truck traffic, but will not do this without public support. Also, the National Park Service will not charge a user fee without public support.

Senator Reid, Representative Ensign, NDOT Director Tom Stephens, the Federal Highway Administration, and the Bureau of Reclamation all agree that the Hoover Dam route is unsafe for truck traffic. Why won't any of these people in positions of power demand that the bridge be immediately closed to truck traffic? I believe the answer is that none of these leaders are willing to take this position without public support.

I have been circulating petitions in Laughlin, Bullhead City, Searchlight, and Boulder City. My goal is to get 200 responses, which will be a part of the permanent record of the Environmental Impact Statement concerning the Hoover Dam Bypass Route. Once these government agencies see the tremendous support for Laughlin as a temporary route, they will have to close Hoover Dam to truck traffic. Laughlin will benefit because there will have to be a second bridge built, and Highways 88 and 95 will have to be improved to four lanes. NDOT has an extra \$50 million dollars a year for the next six years, and it will only cost about \$60 million to improve Highway 95, so they cannot say there is no money for this project. Highway 95 is on their priority list for improvement, and has been on this list for at least six years. NDOT has funded highway 88 improvements, but is now waiting to see where the new bridge will be built before improving Highway 88 to a four-lane highway.

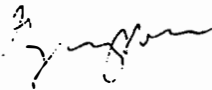
It's time to stop making excuses and start solving our traffic problems.

Citizens, this is our last chance to voice our concerns to keep the trucks off Hoover Dam. Your voice counts, but only if you take action. Tell Reid and Ensign that you want the dam closed to truck traffic until a new bridge is built. If you need a petition to sign, please call me at 1-702-298-6016. The petitions must be postmarked no later than November 10, 1998. You can also write a letter and send it directly to the Hoover Dam Bypass Manager.

Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang St. Rm 259  
Lakeview Colo. 80208

Thank you for your support.

Sincerely,





10-12-98

Laughlin Community Leaders

Greg Campbell

Someone in a powerful position is deliberately trying to eliminate Laughlin as a viable route for the Hoover Dam Bypass. The Environmental Impact Statement (EIS) prepared for the Federal Highway Department has just been released, and the EIS is fatally flawed, because it contains a Primary Objective stating that the chosen route shall: "maintain the direct route between Las Vegas, Nevada and Kingman, and minimize out of direction travel", which virtually eliminates Laughlin. The EIS then proceeds to support this Primary Objective by attacking all of the many good arguments for the Laughlin Bypass Alternative, with weak conjectures, inflated road costs, false concerns about the Desert Tortoise, and totally wrong conclusions. Please read the EIS at the Laughlin library and you will see that the information contained in my report can be substantiated.

C7-3

C7-4 The community of Laughlin deserves to have four lane highways and a second bridge. We need a team of community leaders to voice their protests at the meeting on Wednesday, October 14, from 5-8 PM, on the campus of the Community College of Southern Nevada, Room 100, at 700 Wyoming St., Boulder City, and October 15, at 5-8PM, in Room 3 of the Clark County Government Center, 500 S. Grand Central Parkway in Las Vegas.

C7-5 If you fail to act now, Laughlin will be bypassed, and we will lose between \$50 million and \$100 million per year from the 15,000 truckers and tourists per day who would probably stop in Laughlin, if they only had the chance.

If you have any questions concerning this report, please call me at 298-6016.

Sincerely,



### Response to Comment C7-3

The LBA was eliminated from consideration only after considerable analysis of the alternative. The purpose and need for the project has been developed after years of analysis, as shown in Table 1-1 in Section 1.3 of the EIS, and as a result of severe roadway and safety deficiencies on U.S. 93 from the Hacienda Hotel in Nevada to Milepost 1 in Arizona. These deficiencies not only create travel delays, but also contribute to accidents and vehicle conflicts. It should also be noted that minimizing out-of-direction travel is not listed in EIS Section 1.4, Need for the Project or in Section 1.5, Purpose of Project.

The same methodology for identifying road costs and environmental impacts was used for all project alternatives, thereby providing a means of comparison. The source of information about the presence of the desert tortoise near the proposed project is the USFWS (1997a), stating that the LBA would affect critical habitat for the desert tortoise and increased traffic in the area would result in substantial direct and indirect impacts to the tortoise. These potential impacts include road kills, increased risks of human-caused fires, vandalism, and poaching.

### Response to Comment C7-4

The transportation infrastructure needs in Laughlin, Nevada, are not related to the purpose and need of the Hoover Dam bypass.

### Response to Comment C7-5

See response to Comment B1-7.

## HOOVER DAM BYPASS THROUGH LAUGHLIN

The enclosed information is a list of reasons why the Hoover Dam Bypass should go through Laughlin. Many of these ideas have been collected from various individuals working on practical, cost effective solutions to the Hoover Dam traffic problem. From these ideas, we may find an even better solution to the complex problems involving the Hoover Dam Bypass.

The Hoover Dam Bypass Environmental Impact Statement (EIS) has just been released, and this report will challenge these findings and prove that the EIS is in error and severely biased concerning the Hoover Dam Bypass through Laughlin. After finding out that Laughlin was not going to be included in the EIS, the Sierra Club submitted a letter requesting that the Laughlin route be included in the EIS as an alternative route. This upset the people who wanted the trucks to stay on a route passing by the Railroad Pass Casino and the Gold Strike Casino, and NDOT, because of costs related to upgrading Highway 163 and Highway 95. So the rules were changed, and subsequently a new "primary objective" of the Hoover Dam Bypass stating that the chosen route shall: "maintain the direct route between Las Vegas, Nevada and Kingman, and minimize out of direction travel" was created as a new primary objective. Because of this new primary objective, the EIS is flawed and biased against the Laughlin alternative.

This report will show why the Laughlin Bypass Alternative is the best choice, and how the EIS has set out to destroy any chance for the route to go through Laughlin.

## IDENTIFYING THE PROBLEMS

- C7-8 The most serious traffic problem is the winding, narrow, hairpin road on each side of Hoover Dam. There are three times more accidents per mile on this stretch of road than any other two lane road in Nevada. If a catastrophic accident involving a truck carrying toxic or nuclear waste was to spill into Lake Mead or Lake Mohave, there is very little that could be done to correct the environmental damage, and the water could be unfit for humans and wildlife for years to come. If a truck went through the bridge rail and sank to the bottom of Lake Mohave, it would be extremely difficult, if not impossible to clean up the mess. A recent study concluded that if a gasoline truck spilled its fuel on Hoover Dam, the fuel would run down Hoover Dam and land on the Powerhouse roof. If the fuel ignited, the Powerhouse would be destroyed, and power from Hoover Dam would be disrupted for several months. Nothing in the EIS is said about a possible terrorist attack,
- C7-7 where a truck loaded with toxic, nuclear, or flammable waste could be deliberately exploded or run through the guard rail and into Lake Mohave. Considering the fact that tourists can no longer take the Hoover Dam tour inside the dam and inside the Powerhouse because of possible terrorist attack, why was this possibility omitted from this study?
- C7-8 Environmentalists do not want any new roads cut through the Lake Mead National Recreation Area, including lands surrounding Lake Mead and Lake Mohave. Boulder City residents want the trucks away from their city streets. Laughlin residents want the trucks and tourists to sustain their declining local economy. Laughlin and Bullhead City residents want a second bridge to alleviate traffic on the Laughlin Bridge. Searchlight residents want Miller Highway 95 improved to a four lane divided highway. Taxpayers want the cheapest

## Response to Comment C7-6

See response to Comment A10-2.

The possibility of chemical spills affecting water quality is discussed in Sections 3.4.2.2 and 3.4.3.2 of the EIS. The three build alternatives, including the preferred alternative, would include strategically located trapping basins, which function as chemical spill containment structures. The bridges associated with the build alternatives will have a spill containment system incorporated into the infrastructure. Runoff from the bridge roadways (and any chemical spill material) would collect in settling basins. All bridges over live water would have the containment capacity to collect the "first flush" runoff volume from the bridge, as well as the spill volume that might be generated from a semi-truck tanker spill.

In the event of a spill, the material would be collected and conveyed away from the bridge and, more importantly, the river. If the vehicle exited the bridge and landed in the Colorado River, the level of effort to retrieve the vehicle and mitigate the spill would be directly proportional to the terrain difficulty and immediate access to the area.

There is a high possibility of an accident involving a hazardous spill into Lake Mead or the Colorado River with the present roadway alignment on the dam. The proposed build alternatives, including the preferred alternative, reduce that potential considerably by improving roadway geometrics and traffic capacity. As a result, the potential for a spill will be dramatically reduced. However, because traffic must cross the river, the potential for an accident on the bridge will always be present.

## Response to Comment C7-7

The potential for terrorist attacks on Hoover Dam and its facilities are a serious concern to Reclamation. This is a national security issue that cannot be discussed in this public document.

## Response to Comment C7-8

See response to Comment Letter B1.

and most cost effective alternative. Nevada and Arizona want to use as little of their highway funds as possible, and have the federal government pay as much of this highway funding as possible.

#### THE OBVIOUS SOLUTION

The obvious solution to all of these problems listed above is to build a second bridge just north of the Laughlin Bridge, and have traffic flow from Kingman through Laughlin to Las Vegas.

So, how can we accomplish all of the objectives listed above?

C7-9 The new bridge would be four lanes, westbound only, using two lanes as the Bullhead City-Laughlin loop, and the Laughlin Bridge would be four lanes, eastbound only, using two lanes as the Laughlin-Bullhead City loop. The two traffic lights on each side of the Laughlin Bridge would be removed, so there would be no stopping of traffic near the bridge. The new bridge would be approximately 700 feet in length, and just 50 feet above the river. In the event of a catastrophic accident occurring on the river bed, water flowing from Davis Dam would be restricted, and the toxic spill could be much more easily contained and cleaned up in the shallow river bed at this site than at any site on Lake Mead or Lake Mohave. In the event of a terrorist act, or if a truck went through the bridge rail and sank to the bottom of the river, the truck and its contents could be retrieved and its contents contained and cleaned up much easier in the shallow river than Lake Mohave. In addition, a river lock could be constructed downstream at a later date, which could contain any contaminant until purified or removed. The only new roads would consist of widening Arizona Highway 68 to a four lane highway, and widening Highway 95 in Nevada to a four lane highway. It should be noted that Arizona has funds available for widening Highway 68 to the Nevada line, and Nevada has listed Highway 95 on its priority list, but currently has no funding for this project. These new roads would have a minimal effect on wildlife disruption, as these roads will be located as close as possible to the existing roads.

The cost of constructing 55 miles of Highway 95 is predicted to cost \$47.767 million, and the new bridge would be approximately \$9.84 million. But the chart in Section B page 8 of the EIS concludes that there would be an additional mobilization cost of 8%, a contingency cost of 5%, a design and management cost of 25% and an inflation cost of 16%, running the total costs to \$192.362 million! Enclosed is a chart prepared by the Bureau of Reclamation Project Management Team showing that the Laughlin Bypass Alternative would cost only \$107.3 million, and that included 13 miles of Arizona Highway 68 in the study, which has now been funded by Arizona. If you look at the chart, you will see that the other three bridge alternatives have gone up only about 10% in cost since this proposal was made, but the Laughlin Bypass Alternative costs have gone up 85%, with 15 miles less to pave. These new figures have been artificially inflated to approach the other bridge costs, in order to make the Laughlin route the less obvious choice.

Any of the other three bypass alternatives would cost at least \$200 million. Arizona has already been given \$41 million. Funding of Highway 95 and the new bridge could be raised through the sale of Nevada bonds, with a payback through a bridge toll, collected

#### Response to Comment C7-9

See response to Comment Letter B1.

A spill anywhere in the Colorado River would be a potential environmental disaster. In the event a spill entered Lake Havasu from an accident on a Laughlin crossing, there is potentially a greater chance of creating a larger impact to drinking water and the public in general than if the spill was located further upstream in Lake Mohave. As noted, Lake Havasu is relatively shallow and, consequently, has limited storage volume (619,400 acre feet) when compared to upstream reservoirs. If a spill were to enter this section of the Colorado River, the material could potentially travel relatively quickly through this reservoir compared to upstream. The Central Arizona Project (CAP) and the Colorado Aqueduct originate on this stretch of the river, and both are major water suppliers to metropolitan areas in southern Arizona and southern California. With a spill in Lake Havasu, the potential to affect millions of people is much greater than a similar incident further upstream.

If a spill occurred upstream in Lake Mohave (1,820,000 acre feet of storage), the travel time downstream would be slower and, consequently, would allow for contingency plans to be effectively activated for the cleanup. The distance to the above aqueducts from the preferred alternative is approximately twice that as from Lake Havasu. Davis Dam, which creates Lake Mohave, in essence functions as the river lock mentioned in this comment; it slows the water movement so that the spilled material could potentially be contained. Although there would be a greater contaminated water volume due to the larger storage capacity in Lake Mohave, this would be less likely to have a major impact on drinking water.

The 1996 NDOT cost estimates presented at the Senate Concurrent Resolution 60 public meetings for both the PMT Build Alternatives and the LBA were reassessed for the 1998 DEIS. Since all of the preliminary estimates were old and done with different assumptions for contingencies, engineering costs, and inflation factors, an equitable comparison was made by using the same percentages and by inflating all costs to the year 2002. As a result, the cost of the 3.3-mile Sugarloaf Mountain Alternative was

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west of Laughlin. Arizona is allowed to borrow funds for highway improvements, and could collect toll money to repay the loan. Nevada and Arizona would have to change the law at their next legislative sessions to be able to collect a toll. It should be noted that the federal government will not fund 100% of any Hoover Dam Bypass project, and that toll fees would be required to finance any of these proposed bypass bridge projects.

#### NEVADA HAS THE OBVIOUS SOLUTION

C7-10 If Nevada would allocate just \$15 million each year for the next four years, we could widen 14 miles each year, and we would not need a toll bridge. I'm sure the federal government would fund the second bridge if Nevada would commit to funding the \$60 million needed for Highway 95 improvements. Because Congress passed the Intermodal Surface Transportation Act, Nevada is now receiving an additional \$56 million each year for the next six years. Surely this bypass project has enough priority for \$15 million for the next four years. If Nevada Department of Transportation would commit to the Laughlin Bypass route and pledge \$60 million for Highway 95 improvements, we would have a solution to our problems. If Nevada wants to collect its money by collecting a toll, we could collect \$9 million per year, net income, based on \$2 per truck, and \$1 per car, and in 7 years the debt would be repaid. It would take over 25 years to repay a \$200 million debt.

C7-11 Highway officials have voiced their concerns that the Laughlin route is 23 miles farther than the other Hoover Dam Bypass routes, and that even if the new highway was better, drivers would not use the Laughlin route. So, how can we compensate the truck drivers and tourists for taking the Laughlin route? First, the Bureau of Reclamation controls Hoover Dam. The recent traffic study of the Hoover Dam mess concludes that it is just a matter of time until a catastrophic accident will occur at the dam crossing. So, after the second bridge and Highway 95 is fully improved, all the Bureau of Reclamation has to do is close all truck traffic crossing Hoover Dam, and that will force trucks to cross at Laughlin.

C7-12 On June 19, 1995, the Nevada Senate Concurrent Resolution 60 was passed, authorizing NDOT to conduct a study prohibiting trucks from crossing Hoover Dam (Section 1 pg. 20). Has it been completed, and what were the results? If the Hoover Dam crossing will be closed to trucks, then the argument that trucks will not voluntarily use the Laughlin Bypass because of the extra 23 miles is simply not valid. Is NDOT withholding the results of this study? The results of this study were not included in the EIS, but there are several indications that the dam will be severely restricted or closed to truck traffic. These indications include an enclosed survey questionnaire conducted by the enclosed NDOT study, the recent traffic study concerning the Hoover Dam Bypass, which declares the dam unsafe for truck traffic, and comments made in the EIS (Section 2 pg. 5). Also, the Clark County General Plan reads as follows:

1. Promote public health, safety, and welfare.
2. Promote efficient use of public services.
3. Promote development compatible with the natural environment.

For safety, terrorist, and environmental reasons, the dam must be closed to truck traffic.

increased 62 percent (from \$122.5 million to \$198 million) and the cost for the LBA went up 102 percent (from \$107.5 million to \$217.0 million). (See Appendix B, Table B-3.) The estimate for the preferred alternative does not include the cost of constructing 2 additional lanes on the 15-mile section of Arizona U.S. 93 in the LMNRA. However, the original cost estimate for the LBA did not include the additional pavement required to support all of the trucks to be moved onto U.S. 95 from U.S. 93. This additional pavement cost is over \$80 million alone (including overlaying 30 miles of 4-lane road along SR 68, 20 miles of existing 4-lane road along SR 163, and overlaying 55 miles of existing 2-lane road along U.S. 95). Part of the overall 102 percent increase in cost for the LBA (reported as \$192 million in the DEIS) resulted from a re-estimate of the new pavement (6-inch vs. 5.5-inch AC and 23-inch vs. 6-inch aggregate base) requirements.

#### Response to Comment C7-10

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (June 2000). The study assessed toll crossings and other financing options. A toll facility would require legislative action by both states. The results of that study are reflected in the FEIS for this project.

#### Response to Comment C7-11

See response to Comment C7-12.

#### Response to Comment C7-12

As discussed in Section 2.5 of the EIS, closing the dam to commercial truck traffic is subject to FHWA approval under the provisions of Title 23 of the Code of Federal Regulations (CFR). 23 CFR Section 658.11 pertains to additions and deletions of roads on the National Network of Highways, of which U.S. 93 is a part. NDOT prepared a preliminary evaluation of criteria for network deletion of U.S. 93, as specified by 23 CFR 658, and concluded it would not be feasible to remove the route from the National Network of Highways because there is no existing practical alternative crossing. Furthermore, forcing truck drivers to take a Laughlin-Bullhead City route would be inconsistent with the purpose and need of the U.S. 93 Hoover Dam Bypass Project.

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C7-13 Second, let us consider what we can do for the truck driver that now has to drive 23 miles farther. Laughlin casinos and local business owners would offer room and food discounts, and other truck driver specials, that would help to offset the estimated \$24 lost on truck maintenance and additional fuel costs. But if we look at these truck costs more closely, then we can see that by purchasing the additional fuel to travel 23 miles, Nevada could gain between \$6 million and \$10 million in additional fuel tax revenues per year. And if Nevada wants to be more competitive with Arizona, and reduce its diesel fuel tax by 6-10 cents per gallon at stations along the bypass route on large purchases of 50 gallons or more, this could increase fuel sales, and give something back to the truck driver. These are only a couple of ideas that would help compensate the displaced truck drivers, and I'm sure we can think of many other ways to help them.

C7-14 Another complaint from highway officials is the steep grade of Highway 68 and Highway 163 along the Laughlin Bypass route. Yes, the grade is steeper than most of Arizona Highway 93, except by Hoover Dam, but there are hundreds of trucks travelling along Highway 68 and Highway 163 each and every day. The enclosed study compiled by NDOT shows that HIGHWAY 95 IS 5 TIMES SAFER than the current dam crossing. If we calculate the projected accident rates of the improved Highways 68, 163, and 95, we find that the accident rate is 0.40, compared to 1.38 at Hoover Dam, which is three and a half times safer than the current route. If Nevada Highway 163 isn't safe for trucks, then Nevada should be making every effort to make the highway safe. If there is no maintenance funding available for the Laughlin Bypass because part of the route is not designated as a federal highway, then Highways 68, and 163 could be re-designated as Highway 93, and federal money would then be available from NAFTA funds.

C7-15 The Sierra Club has listed several environmental concerns that would prohibit using any of the three bridge alternatives near Hoover Dam. It should be noted that in the EIS it is stated that Highway 95 runs through a high density population of Desert Tortoises, so this route is not acceptable. This is pure hogwash. Enclosed is a tortoise study that shows that tortoises do not live within 1,500 feet of major highways, because the noise created by trucks vibrates inside their underground burrows. If there was ever a place to build a highway, it would be right next to an existing highway, on the existing right-of-way, which is exactly what we are proposing. The EIS is absolutely wrong on this issue.

Under normal circumstances, with a viable Laughlin Bypass Alternative route, the Transportation Secretary would have a most difficult time issuing a permit for any of the three bridge alternatives near Hoover Dam, because the proposed bridge would traverse excessive park, recreational, wildlife, and waterfowl habitat. Quoting from Section 2 pg-7 "Section 4 (f) US Department of Transportation Act of 1966 declares that it is the policy of the US Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreational land, wildlife, and waterfowl refuges, and historic sites."

The Secretary of Transportation may approve a transportation program or project requiring the use of 4(f) land if:

1. There is no prudent and feasible alternative to using that land: and

### Response to Comment C7-13

See response to Comment B1-7.

Furthermore, it is not within the authority of the lead or cooperating agencies for the Hoover Dam bypass to recommend that Laughlin casinos and local business owners offer discount rooms and food to truck drivers in order to encourage them to drive through Laughlin. Similarly, FHWA cannot influence states to reduce diesel fuel taxes anywhere, including along the bypass route.

### Response to Comment C7-14

See response to Comments B1-5 and C7-2.

The purpose and need for the Hoover Dam bypass does not include improving Nevada Highway 163 for truck operations or providing maintenance funding for a Laughlin bypass.

### Response to Comment C7-15

See response to Comments B1-5 and C7-3 regarding potential impacts to desert tortoise from the LBA.

2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

This latter requirement dictates that alternatives requiring substantially less land subject to Section 4 (f) protection be selected.

C7-18 Since the Laughlin Bypass Alternative uses only 36 acres of Section (f) land, it would become the highest priority choice of the Secretary of Transportation for permit issuance.

C7-17 But because the "primary objective" of maintaining a direct route between Las Vegas, Nevada and Kingman, and minimize out of direction travel has been a requirement of the preparers of the EIS, Laughlin has been conveniently eliminated as an alternative choice.

C7-18 Now it seems that a new Boulder City Bypass is being offered as a way to persuade Boulder City residents to support the bridge choices near Hoover Dam. Even though there is no funding for this bypass, Boulder City residents are supposed to believe that \$100 million will miraculously appear from congress to build their bypass. A study completed in 1965 concluded that the Hoover Dam Bypass would have to be built, and it took 33 years to get \$41 million for some improvements and studies. Why waste another \$100 million on the Boulder City Bypass when that same \$100 million could be spent on the Laughlin Bypass, and solve all of the problems at once.

The reason may be that there are two casinos that would lose tourist business if the trucks are routed through Laughlin. These casinos are the Gold Strike Inn, and the Railroad Pass. It is no secret that in Nevada, casinos run the state, generate huge tax revenues, are the largest employers, and help elect the Representatives, Senators, commissioners, and governor, who is in charge of NDOT. Could it be that Laughlin is being sacrificed to save these two casinos? It should be noted that in any event, traffic will still pass by Railroad Pass, but under the Laughlin Bypass, the Gold Strike Inn would suffer a reduction in traffic.

#### IT'S TIME FOR NEVADA TO LEAD THE WAY

The Laughlin Bypass has the support of Laughlin, Bullhead City, Searchlight, Boulder City, environmentalists, and just makes sense. It is time for NDOT officials to take a stand on this issue and select the Laughlin Bypass as the preferred route. Once Nevada has committed to the Laughlin Bypass route, then we can challenge Terry Haussler and the Federal Highway Administration to commit to the Laughlin Bypass. Let's stop wasting time and start solving our traffic problems.

Sincerely,



#### Response to Comment C7-16

See response to Comment B1-13.

#### Response to Comment C7-17

While one of the main objectives of the purpose and need of this project is to reduce travel time, this was not the only reason for eliminating the LBA. As discussed in Section 2.5 of the EIS, it is clear that this alternative fails under other crucial screening criteria as well (see Table 2-1). Minimizing out-of-direction travel is not a factor considered in the purpose and need for the Hoover Dam bypass (see Sections 1.4 and 1.5).

See response to Comment Letter B1 for detailed discussion of the reasons for elimination of the LBA.

#### Response to Comment C7-18

See discussion of the Boulder City/U.S. 93 Corridor Study in response to Comments B1-2 and B1-4.

## OVERVIEW

Senate Concurrent Resolution No. 60, passed by the 1995 Legislature, directs the Nevada Department of Transportation to study "the feasibility of prohibiting all commercial trucks which enter this State from Arizona from traveling on US Highway No. 93 between Hoover Dam and Boulder City." The resolution also directs NDOT to submit the results of this study to the director of the Legislative Counsel Bureau for transmittal to the next session of the Legislature.

As part of its study, NDOT has conducted numerous traffic studies on US 93, US 95, and SR 163 to determine existing traffic volumes, truck volumes, hazardous materials movements, and preliminary traffic crash statistics (all attached) to evaluate the impact of diverting truck traffic to existing alternate routes.

From late 1989 to mid-1993, a Colorado River Bridge Management Team established by the U.S. Bureau of Reclamation studied the potential for a new Colorado River bridge crossing. After study, the team focused on three routes, Promontory Point, Sugarloaf Mountain, and Gold Strike Canyon, identified as corridors A, B, and C in the attached maps and tables.

The Nevada Department of Transportation also studied the Willow Beach South route and a Boulder City bypass route, identified as corridors D and E in the attached maps and tables. Cost estimates and other pertinent information on these routes, as well as alternate routes through Laughlin and Needles (identified as corridors F and G), are included in the attached tables.

Federal and state laws also have been researched to ascertain what actions must be taken to comply with the directive.

## DISCUSSION OF THE POTENTIAL TO RESTRICT TRUCK TRAFFIC FROM UTILIZING US 93 NORTHWEST OF HOOVER DAM

State law gives broad powers to the director of the Department of Transportation and the State Transportation Board, but also insists on compliance with federal law so as not to jeopardize federal funding or obstruct interstate commerce. The pertinent federal laws are Title 23 and Title 49 of the Code of Federal Regulations.

Title 23 CFR states, "The purpose of the regulation is to identify a national network of highways available to vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982 (STAA) as amended, and to prescribe national policies that govern truck and bus size and weight." Title 23 CFR further states, "The Federal Highway Administration's policy is to provide a safe and efficient national network of highways that can

safely and efficiently accommodate the large vehicles authorized by the STAA. This network includes the Interstate system plus other qualifying federal-aid primary system highways." US 93 between Boulder City and Hoover Dam is designated as part of the national network of highways.

Deletion of US 93 from the national network could allow the State to prohibit most truck traffic on the route (hazardous material trucks can only be prohibited after compliance with criteria in Title 49). The criteria for deletion of US 93 from the national network are as follows:

1. Did the route segment prior to designation carry combination vehicles or 102-inch buses?
2. Were truck restrictions in effect on the segment on January 6, 1983? If so, what types of restrictions?
3. What is the safety record of the segment, including current or anticipated safety problems? Specifically, is the route experiencing above normal accident rates and/or accident severities? Does analysis of the accident problem indicate that the addition of larger trucks have aggravated existing accident problems?
4. What are the geometric, structural or traffic operations features that might preclude safe, efficient operation? Specifically describe lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics and vulnerability of roadside hardware.
5. Is there a reasonable alternate route available?
6. Are there operational restrictions that might be implemented in lieu of deletion?

The current status of evaluation of these criteria are as follows:

1. Yes
2. No
3. Currently being evaluated.
4. Currently being evaluated.
5. The definition of "reasonable alternate route" will be determined based on alternatives being considered, impact to existing routes, and public comments solicited at public hearings in August and September, 1996.
6. Yes

 ENVIRONMENTAL CONSULTANTS

The desert tortoise populations in the immediate vicinity of the private land are very low. As a matter of standard procedures, SWCA surveyed the land adjacent to the proposed project and established that the tortoise densities were depressed in the habitats immediately adjacent to the highway. Our findings were consistent with those of Nicholson (1978) where it has been established that the influence of major highways on tortoise populations is severe up to 1 mile away from the road. Nicholson found that there were few signs of tortoises at distances of 100 and 400 yards from the pavement (SWCA determined estimated densities of 0-20 individuals/mile to the 400 yard distance, and 50-100 individuals/mile at 800 yards); Nicholson established that "normal" tortoise density begins to occur between one-half and one mile away from the highway.





BOB MILLER, Governor

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

TOM STEPHENS, P.E., Director

In Reply Refer to:

WELCOME:

Thank you for attending this public hearing. The last session of the Nevada Legislature passed Senate Concurrent Resolution 60, which directs the Nevada Department of Transportation to study the feasibility of prohibiting the flow of commercial truck traffic over Hoover Dam.

As part of the study, NDOT is conducting five public hearings in southern Nevada communities (Boulder City, Laughlin, Searchlight, Henderson, and Las Vegas) to solicit comments from interested individuals, groups, and agencies regarding these alternatives:

- Alternative #1: Prohibiting *all* commercial truck traffic over Hoover Dam.
- Alternative #2: Prohibiting only trucks carrying hazardous materials over Hoover Dam.
- Alternative #3: Prohibiting only trucks carrying Class 3 flammable materials over Hoover Dam.
- Alternative #4: Not prohibiting *any* commercial truck traffic over Hoover Dam.

During this hearing, as well as at any public meeting conducted by the Department, we are seeking comments concerning the alternatives. At tonight's hearing there are three methods by which you can present your comments:

First, you may make an oral statement, which will be recorded by a public stenographer. Any exhibits you may wish to submit as part of the public record also will be accepted.

Second, you may fill out the comment form at the back of this information packet. The completed forms should be placed in the box marked "Comments" on one of the tables.

Third, the public meeting record will remain open for two weeks after the last of the five public hearings. If you prefer to write a letter or send in a completed comment form or exhibits, they will become part of the official transcript of the proceedings if mailed to Dennis Baughman, Hearings Officer, Director's Office, Nevada Department of Transportation, 1263 So. Stewart St., Carson City, NV 89712, and received by 5 p.m. Friday, September 20, 1996.

Thank you for attending this public hearing and for giving us your comments.

Sincerely,

  
Dennis Baughman  
Hearings Officer

## ROUTE COST ESTIMATES

### Bureau of Reclamation Project Management Team Study

Corridor	Bridge Option	Estimated Cost	Study Length	Additional Roadway Improved to 4 Lanes	Total Estimated Cost
A. Promontory Point (82 mi)*	Steel Arch	\$123.5 M		24 mi	\$187.5 M
	Concrete Cable Stayed	\$116 M	3.6 mi	\$64 M	\$180 M
	Suspension	\$125.7 M			\$189.7 M
B. Sugarloaf Mountain (82 mi)*	Steel Arch	\$122.5 M	3.3 mi	24 mi	\$186.5 M
	Concrete Cable Stayed	\$124.2 M		\$64 M	\$188.2 M
C. Gold Strike Canyon (82 mi)*	Steel Arch	\$136 M		24 mi	\$200 M
	Concrete Arch	\$137.5 M	3.3 mi	\$64 M	\$201.5 M

### NDOT Engineering Feasibility Study

D. Willow Beach South (78 mi)*	Steel Arch	\$409 M	25.7 Mi	Zero	\$409 M
E. Hoover Dam/BC Bypass (83 mi)*	Steel Arch	\$317 M	30.8 mi	Zero	\$317 M

### Feasible Alternate Routes

US 95 SR 163 SR 68	F. Boulder City to Laughlin to Kingman (108 mi)*	Concrete Multi-Span	\$14.5 M**	3 mi	70 mi	\$107.5 M**
		If bridge is needed			\$93 M	
US 95 1-40	G. Boulder City to Needles to Kingman (154 mi)*	Existing	N/A	N/A	69 mi	\$69 M***

\* Route mileage from US 93/95 junction west of Boulder City to Kingman

\*\* Improve (widen to 4 lanes) 56 mi of US 95, 14.5 mi of SR 68, new river crossing

\*\*\* Improve (widen to 4 lanes) 56 mi in NV and 13 mi in CA of US 95

Route	Advantages	Disadvantages
A., B., & C. Bureau of Reclamation Routes at Hoover Dam	<ul style="list-style-type: none"> <li>* Draft Environmental Impact Statement is prepared. Would require only an update</li> <li>* Improves the most deficient sections of US 95</li> <li>* Minimizes acreage of park land needed</li> <li>* All but 17 miles of US 93 in AZ is either built or programed for four lanes</li> </ul>	<ul style="list-style-type: none"> <li>* No reduction in truck traffic through Boulder City</li> <li>* Bridge will be visible from Dam and will alter view of Hoover Dam</li> <li>* Does not improve US 93 to four lanes in NV or AZ</li> </ul>
D. Willow Beach South	<ul style="list-style-type: none"> <li>* Reduces trip length by four miles</li> <li>* Avoids mixing through and visitor traffic</li> <li>* Provides scenic route</li> <li>* Connects with AZ's 4-lane portion of US 93</li> </ul>	<ul style="list-style-type: none"> <li>* Must build entire route before it can be used</li> <li>* Crosses 16 miles of park land</li> <li>* Has 9.5 miles of steep grade</li> <li>* Requires maintaining 29 miles of existing highway plus the new route</li> <li>* Cost is about \$220 million more than Bureau of Reclamation options and \$92 million more than Hoover Dam/Boulder City Bypass option</li> </ul>
E. Hoover Dam Boulder City Bypass	<ul style="list-style-type: none"> <li>* Can be built in useable sections over a period of years</li> <li>* Draft Environmental Impact Statement for river crossing is prepared. Would require an update</li> <li>* Is a portion of AZ's designated NAFTA route</li> <li>* All but 17 miles of US 93 in AZ is either built or programed for four lanes</li> </ul>	<ul style="list-style-type: none"> <li>* Removes visitor traffic from Boulder City</li> <li>* Alters view of Hoover Dam</li> <li>* Places 6 miles of roadway between power lines</li> <li>* Adds one mile to trip distance</li> <li>* Cost is about \$130 million more than Bureau of Reclamation options</li> </ul>
F. US 95 NV SR 163 NV SR 68 AZ	<ul style="list-style-type: none"> <li>* Routes exist</li> <li>* Minimal environmental involvement</li> <li>* Less costly than the above options</li> </ul>	<ul style="list-style-type: none"> <li>* Present pavement not adequate for increased truck traffic</li> <li>* Adds 22 miles to distance</li> <li>* Puts hazardous materials through Laughlin and Searchlight</li> <li>* Possibly will require a new river crossing near Laughlin</li> </ul>
G. US 95 NV US 95 CA I-40 CA I-40 AZ	<ul style="list-style-type: none"> <li>* Routes exist</li> <li>* Minimal environmental involvement</li> <li>* Least costly of all options</li> </ul>	<ul style="list-style-type: none"> <li>* Present US 95 pavement not adequate for increased truck traffic</li> <li>* Adds 70 miles to distance</li> <li>* Improvement of US 95 in CA is of low priority</li> <li>* Puts hazardous materials through Needles and Searchlight</li> </ul>

**Statement for the Transcript of SCR 60 Public Hearings  
Boulder City, Laughlin, Searchlight, Henderson, Las Vegas  
August 20, 21, 22, and September 4, 5, 1996**

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
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\_\_\_\_\_

Do you support Alternative #1 (prohibiting *all* commercial truck traffic over Hoover Dam)?

Yes \_\_\_\_\_ No \_\_\_\_\_

Do you support Alternative #2 (prohibiting only trucks carrying hazardous materials over Hoover Dam)?

Yes \_\_\_\_\_ No \_\_\_\_\_

Do you support Alternative #3 (prohibiting only trucks carrying Class 3 flammable materials over Hoover Dam)?

Yes \_\_\_\_\_ No \_\_\_\_\_

Do you support Alternative #4 (not prohibiting *any* commercial truck traffic over Hoover Dam)?

Yes \_\_\_\_\_ No \_\_\_\_\_

Comments: \_\_\_\_\_  
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**NOTE:** Please remove this form from the packet, enter the information requested, and place the completed form in the box marked "Comments." You may also mail this completed form to Dennis Baughman, Hearings Officer, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, so that it will be received by 5 p.m. Friday, Sept. 20, 1996.

**PRELIMINARY**  
 Subject: Division  
 Date: 8-15-94

**TRAFFIC CRASH STATISTICS AND COMPARISONS**

**1991 THRU 1995 TRAFFIC CRASHES ON US 93 FROM ARIZONA TO RAILROAD PASS**

PERIOD	CRASHES	ALL VEHICLES	RATE	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT
1991-1995	302,360,000	314	0.001	0.001	0.001	0.001	0.001	0.001	0.001
1991-1995	15,185,570	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	24,151,280	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	1,842,770	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	44,248,130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000

**1991 THRU 1995 TRAFFIC CRASHES ON US 95 FROM CALIFORNIA TO RAILROAD PASS**

PERIOD	CRASHES	ALL VEHICLES	RATE	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT
1991-1995	15,185,570	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	24,151,280	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	1,842,770	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	44,248,130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000

**1991 THRU 1995 TRAFFIC CRASHES ON SR 163 FROM ARIZONA TO US 95**

PERIOD	CRASHES	ALL VEHICLES	RATE	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT
1991-1995	15,185,570	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	24,151,280	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	1,842,770	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	44,248,130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000

**1991 THRU 1995 TRAFFIC CRASHES ON STATEWIDE RURAL COLLECTORS**

PERIOD	CRASHES	ALL VEHICLES	RATE	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT
1991-1995	15,185,570	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	24,151,280	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	1,842,770	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	44,248,130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000

**1991 THRU 1995 TRAFFIC CRASHES ON STATEWIDE RURAL PRIMARY**

PERIOD	CRASHES	ALL VEHICLES	RATE	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT	PER 100M VMT
1991-1995	15,185,570	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	24,151,280	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	1,842,770	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1991-1995	44,248,130	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000

NOTE: ALL RATES ARE EXPRESSED IN MILLION VEHICLE MILES OF TRAVEL.

C8

10-28-98

Thank you for all of your efforts to stop the trucks from crossing Hoover Dam and going through Boulder City. These petitions are being circulated in Laughlin, Bullhead City, Searchlight, and Boulder City.

If you belong to any clubs or organizations, those members may also be very helpful in distributing petitions. Bulletin boards are also effective, such as the one at Von's. Church members and other civic minded groups are very good about protecting the community. Even if you only get 5-10 signatures, they all count, and please do not get discouraged. Friends, relatives, neighbors, hairdressers, barbers, and other people you know are the best candidates for signing the petition, because they already know you, and will listen to your point of view.

Hopefully, you will find other civic minded people who will want to distribute these petitions. Our goal is to get 1,000 Boulder City signatures, but if we fall short, we have not failed. The government will still have to deal with all of the people requesting that the trucks be immediately routed through Laughlin. The new bridge will not be built for at least 5 years. And who knows, once the trucks are going through Laughlin, there may no longer be a need for a bridge near Hoover Dam.

The petitions must be postmarked no later than November 6, 1998. Please send them to:

Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang St. Rm. 259  
Lakewood Colo. 80208

Again, thank you for all your help, and good luck!

Sincerely,



## Response to Comment C8-1

See response to Comment Letter B1 and to Comment C7-12.

## HOOVER DAM BYPASS

I am trying to solve the problem of all those trucks crossing Hoover Dam. I am working on a plan to detour these 15,000 trucks through Laughlin for the next five years, on a "temporary" basis. The Bureau of Reclamation still wants truck traffic eliminated across Hoover Dam, but the new bridge cannot be built for at least five years. The Bureau has the authority to close the dam to truck traffic, but will not do this without public support. Also, the National Park Service will not charge a user fee without public support.

Senator Reid, Representative Ensign, NDOT Director Tom Stephens, the Federal Highway Administration, and the Bureau of Reclamation all agree that the Hoover Dam route is unsafe for truck traffic. Why won't any of these people in positions of power demand that the bridge be immediately closed to truck traffic? I believe the answer is that none of these leaders are willing to take this position without public support.

I have been circulating petitions in Laughlin, Bullhead City, Searchlight, and Boulder City. My goal is to get 200 responses, which will be a part of the permanent record of the Environmental Impact Statement concerning the Hoover Dam Bypass Route. Once these government agencies see the tremendous support for Laughlin as a temporary route, they will have to close Hoover Dam to truck traffic. Laughlin will benefit because there will have to be a second bridge built, and Highways 68 and 95 will have to be improved to four lanes. NDOT has an extra \$50 million dollars a year for the next six years, and it will only cost about \$60 million to improve Highway 95, so they cannot say there is no money for this project. Highway 95 is on their priority list for improvement, and has been on this list for at least six years. ADOT has funded Highway 68 improvements, but is now waiting to see where the new bridge will be built before improving Highway 68 to a four-lane highway.

It's time to stop making excuses and start solving our traffic problems.

Citizens, this is our last chance to voice our concerns to keep the trucks off Hoover Dam. Your voice counts, but only if you take action. Tell Reid and Ensign that you want the dam closed to truck traffic until a new bridge is built. If you need a petition to sign, please call me at 1-702-298-6016. The petitions must be postmarked no later than November 10, 1998. You can also write a letter and send it directly to the Hoover Dam Bypass Manager:

Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang St. Rm 259  
Lakewood Colo. 80208

Thank you for your support.

Sincerely,



Rec'd. 11/10/98  
 From Sarita Greene  
 524 Hidden Cove  
 Boulder City, NV 89005

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY  
BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1 Sarita Greene	<i>[Signature]</i>	524 Hidden Cove	702-223-2

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10 *[Signature]* did hereby attest and witness the above signatures on  
 Nov 15, 1998.



Rec'd. 11/10/98  
 From Everett Cilley  
 P.O. Box 61066  
 Boulder City, NV  
 89006

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY  
BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1 Everett G. Cilley	<i>Everett G. Cilley</i>	5816 K. Mich. Ln. B.C.	294-7441
2 Timothy S. Cilley	<i>Timothy S. Cilley</i>	5816 K. Mich. Ln. B.C.	294-7441
3 Robert J. Walters	<i>Robert J. Walters</i>	573 K. Michigan Ln. B.C.	294-0399
4 James W. Fenn	<i>James W. Fenn</i>	573 K. Michigan Ln. B.C.	294-0299
5 Thomas S. Adams	<i>Thomas S. Adams</i>	571 K. Michigan Ln. B.C.	294-4132
6 Robert J. Walters	<i>Robert J. Walters</i>	567 Lake Michigan Ln. B.C.	294-3197
7 James W. Fenn	<i>James W. Fenn</i>	571 K. Michigan Ln. B.C.	294-4132
8 Raymond P. Pearson	<i>Raymond P. Pearson</i>	575 Lake Michigan Ln. B.C.	294-3840
9 Gordon O. Trezeler	<i>Gordon O. Trezeler</i>	575 Lake Michigan Ln. B.C.	NONE
10 Thomas S. Adams	<i>Thomas S. Adams</i>	579 Lake Michigan Ln. B.C.	294-5363
11 James W. Fenn	<i>James W. Fenn</i>	573 K. Michigan Ln. B.C.	294-5363
12 James W. Fenn	<i>James W. Fenn</i>	573 K. Michigan Ln. B.C.	294-7711
13 Ray E. Wilson	<i>Ray E. Wilson</i>	583 Lake Michigan Ln. B.C.	294-1701
14 Raymond P. Pearson	<i>Raymond P. Pearson</i>	301 Yuma St. B.C.	294-5676
15 Raymond P. Pearson	<i>Raymond P. Pearson</i>	872 Fendi Pl. B.C.	294-1877
16 James W. Fenn	<i>James W. Fenn</i>	601 Mt. William Way B.C.	293-7853
17 William J. Williams	<i>William J. Williams</i>	621 Mt. William Way B.C.	293-6851
18 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-1864
19 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-1864
20 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	294-0345
21 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	294-0345
22 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-6750
23 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-5730
24 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-5730
25 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-6231
26 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	294-1907
27 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	294-0719
28 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	294-0719
29 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-6750
30 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-3445
31 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	293-7745
32 James W. Fenn	<i>James W. Fenn</i>	621 Lake Superior B.C.	
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*Everett G. Cilley*  
 11-6-98

did hereby attest and witness the above signatures on

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1 William Frizby	<i>William Frizby</i>	1524 SHERRI LN	294-7775
2 RUTH WALKER	<i>Ruth Walker</i>	1525 SHERRI LN	294-1662
3 JOSEPH B. WALKER	<i>Joseph B. Walker</i>	1525 SHERRI LN	294-1662
4 <del>JOSEPH B. WALKER</del>	<del><i>Joseph B. Walker</i></del>	<del>1525 SHERRI LN</del>	<del>294-1662</del>
5 LAIS J. KUSTER	<i>Lais J. Kuster</i>	1525 SHERRI LN	293-4415
6 JACK KUSTER	<i>Jack Kuster</i>	1525 SHERRI LN	293-4415

From the desk of

J. R. KUSTER

*Terry N.  
Would like to know  
more, but ailing.*

*This sound like a  
very good Temp fix  
for BC Traffic.*

*Jack K*

*Rec'd 11/12/98*

did hereby attest and witness the above signatures on

1998.

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINTNAME	SIGNATURE	ADDRESS	TELEPHONE
1. CLARK H. NELSON	WILTON	524 ISLAND CVE. BC.	(702) 254-1272
2. Paula Turner	Wilton		
3. Judith B. Mikolajis		529 Island Cve. BC.	293 2040
4. Judith B. Mikolajis			
5. Mikolajis, John		529 Island Cve. BOUNDARY CITY	702-293-2040
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Rec'd.  
11/12/98

I, General B. Mikolajis did hereby attest and witness the above signatures on  
11-7-98 1998.

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1 JACK R. HAYSLIP	<i>Jack R. Hayslip</i>	Box 2677 LAUGHLIN, Nev. 89029	
2 WILLIAM I. HAYSLIP	<i>William I. Hayslip</i>	Box 2677 LAUGHLIN, Nev. 89029	
3 LINDA L. HAYSLIP	<i>Linda L. Hayslip</i>	1719 TALC RD BULLHEAD CITY, AZ	
4 GEORGE SANDS	<i>George Sands</i>	1769 TALC RD BULLHEAD CITY, AZ	
5 EDWARD MURKE	<i>Edward Murke</i>	1853 Rte 1157A	
6 BOB JOHNSON	<i>Bob Johnson</i>	P.O. Box 1261 BHC AZ 86430	
7 VIRGINIA JOHNSON	<i>Virginia Johnson</i>	P.O. Box 1261 BHC AZ 86430	

I, *William I. Hayslip* did hereby attest and witness the above signatures on  
Nov. 9 1998.

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY  
BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1 VCLMA STICE		603 Northridge Dr Boulder City	293-1228
2 Elmer S. Stice		628 Ave. H Boulder City	293-1542
3 Helen B. Stice		305 Wyoming Boulder City	293-2061

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I, Elmer S. Stice did hereby attest and witness the above signatures on  
11-9 1998.

Rec'd.  
11/13/98

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1. JIM COLE	[Signature]	1650 Camino del Rio N. La Jolla, CA 92037	619-594-2535
2. ANDREA Anderson	[Signature]	2615 S. El Camino, San Jose, CA 95128	408-252-1016
3. CATHY M. Cole	[Signature]	P.O. Box 3071, Laughlin, NV	
4. MARY J. Sullivan	[Signature]	P.O. Box 2342, BHE, AZ	708-7554
5. JIM TAYLOR	[Signature]	P.O. Box 2574, Laughlin, NV	
6. HELEN TUMAYAN	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
7. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
8. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
9. DAVID ROSEN	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
10. LINDA GARRARD	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
11. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
12. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
13. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
14. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
15. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
16. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
17. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
18. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
19. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
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21. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
22. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
23. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
24. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
25. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
26. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
27. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
28. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
29. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
30. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
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33. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
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48. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
49. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310
50. JIM TAYLOR	[Signature]	P.O. Box 2105, Laughlin, NV	754-2310

1998.

did hereby attest and witness the above signatures on

Rec'd. 4/13/98

YES! I WANT HOOVER DAM TRAFFIC ROUTED THROUGH LAUGHLIN ON A TEMPORARY BASIS UNTIL THE PERMANENT HOOVER DAM BYPASS BRIDGE IS BUILT.

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE
1. LEO V. MALLER	[Signature]	251 THUNDERBIRD	763-8760
2. ANN MALLER	[Signature]	251 THUNDERBIRD	763-8760
3. SHANNON WISE	[Signature]	1327 TERRACE DR	763-3354
4. TIM A. MALLER	[Signature]	1327 TERRACE DR	763-3354
5. RA SPEER SAYDAVA	[Signature]	1365 Agate	763-9484
6. NEWELL GUALSETH	[Signature]	1460 COLINA DR	758-9143
7. [Signature]	[Signature]	1221 BUREAU DR	764-6145

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did hereby attest and witness the above signatures on

1998.

C9

Nick Christensen, 03:57 PM 9/22/98 , Hoover Dam Bypass

Return-Path: <christen@vegas.infi.net>  
Date: Tue, 22 Sep 1998 15:57:19 -0700  
To: haussler@road.cflhd.gov  
From: christen@vegas.infi.net (Nick Christensen)  
Subject: Hoover Dam Bypass

I have been paying attention to the whole Hoover Dam Bypass issue, and have noted that 41 million dollars is obviously not going to cover this much

C9-1 needed project. Has USDOT approached the Las Vegas Convention and Visitors Authority on a potential room/gaming tax increase to help fund? If improvements to US 93/60 from Wickenburg to I-40 were made to the point where people wouldn't be scared to drive it (if you've ever driven it, you've seen the curve with 8 crosses right next to each other), and the delay at the dam were negated, the visitor count from the Phoenix area might begin to make a significant impact in the Las Vegas economy.  
C9-2 Yes,  
NDOT is looking into improving I-15 for the Southern California market, but perhaps if it were shown that there's a whole different market waiting to be tapped in Phoenix, NDOT and LVCVA would be willing to provide funding for US 93 improvements.

Also, as a Southern Nevada resident, I personally find the idea of a bridge over Black Canyon wasteful, in the sense that there are many other places where crossings could be made. Although Union Pass is a major problem, the Bullhead City crossing would perhaps be the most sensible and effect the most people by involving the 50000+ residents of the Laughlin/Bullhead City area. Also, a crossing at Cottonwood Cove would not involve as steep of a grade coming out of the river area, and would not require a huge steel or suspension bridge. It would, however, require new highway to be built.

C9-3 Finally, has the idea of tolling people to cross the dam ever surfaced?  
C9-4 Instead of tolling traffic across the bridge, why not toll the people

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C9-1

FHWA, lead agency for the Hoover Dam bypass, has no authority to solicit project funding through local taxation. However, NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass. See response to Comment C3-2.

### Response to Comment C9-2

ADOT is programming and constructing various improvements along U.S. 93 in Arizona, from south of Wickenburg to Hoover Dam. Improvements will be phased consistent with funding levels and highway safety and capacity priorities. Ultimately, U.S. 93 will be widened to a four-lane, divided highway from Wickenburg to Hoover Dam.

### Response to Comment C9-3

The LBA is addressed in Appendix B of the FEIS. The study concludes that with implementation of this alternative, traffic congestion at the dam crossing would continue at unacceptable levels into the future. This alternative does nothing to address the critical needs of the Hoover Dam Bypass Project, including accident reduction, inadequate roadway capacity near the dam, and interference in dam operations. For additional details, see response to Comment Letter B1.

A Cottonwood Cove crossing of the Colorado River would require a new bridge across Lake Mohave and an additional 26 miles of new highway in Arizona. This alternative was eliminated from further consideration due to impacts on an estimated 436 acres of Section 4(f) protected land, 16 miles of additional travel distance, substantially greater environmental impact and construction cost, and the cost to NDOT and ADOT for maintaining both the bypass and existing U.S. 93 over Hoover Dam (Section 2.5).

### Response to Comment C9-4

See response to Comment B1-14.



C9-4 | who  
still use the dam to cross the river?

Nick Christensen  
Las Vegas, NV

Printed for Terry Haussler <haussler@road.cflhd.gov>

2

C10

mgclark, 11:33 PM 10/14/98, No Subject

Return-Path: <mgclark@fia.net>  
 From: "mgclark" <mgclark@fia.net>  
 To: <haussler@road.cflhd.gov>  
 Subject:  
 Date: Wed, 14 Oct 1998 23:33:43 -0700  
 X-Msmail-Priority: Normal  
 X-Mimeole: Produced By Microsoft MimeOLE V4.71.1712.3

C10-1 I expect that the Hoover Dam bypass will be located within a few miles south of the dam and will also accomodate an interstate freeway eventually linking Las Vegas and Phoenix.

Dennis Clark  
 <!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
 <HTML>  
 <HEAD>

<META content=text/html; charset=iso-8859-1 http-equiv=Content-Type>  
 <META content="MSHTML 4.71.2016.0" name=GENERATOR>  
 </HEAD>  
 <BODY bgColor=#ffffff>  
 <DIV><FONT color=#000000 size=2>I expect that the Hoover Dam bypass will be located within a few miles south of the dam and will also accomodate an interstate freeway eventually linking Las Vegas and Phoenix.</FONT></DIV>  
 <DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>  
 <DIV><FONT color=#000000 size=2>Dennis Clark</FONT></DIV></BODY></HTML>

Printed for Terry Haussler <haussler@road.cflhd.gov>

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### Response to Comment C10-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

The Sugarloaf Mountain Alternative is located approximately 1,500 feet downstream from Hoover Dam. Neither NDOT nor ADOT have plans for a new interstate freeway between Las Vegas and Phoenix.

C11

Honorable Senator John McCain  
U.S. Senate, Arizona  
241 Russell Senate Office Building  
Washington, D.C., 20510

Honorable Congressman Bob Stump  
Representative, Arizona 3rd District  
211 Cannon House Office Building  
Washington, D.C., 20515

RE: **Hoover Dam Bypass & Draft Environmental Impact Statement**

C11-1 I do not feel the public has had an appropriate venue to respond to this proposed project. The Bureau of Reclamation designed the bridge by committee through the Colorado River Bridge Project Management Team. Apparently, through some sort of huge bureaucratic cooperative effort, the Corps of Engineers, Federal Advisory Council on Historic Preservation, the Bureau of Reclamation, the National Park Service, the United States Coast Guard, the Environmental Protection Agency, the United States Fish and Wildlife Service, et.al., have doled out a report to the public giving us the opportunity to react to three choices of land site location and design for the bridge. It would seem the public did not have enough opportunity to comment on bridge design and location, and are now offered a choice from one of three approved types and locations. Either the scoping process failed, or the public is being offered pre-conceived choices. Public input may not have been as thorough as it should have been to really devise a proper analysis of needs.

The Draft Environmental Impact Statement for the Hoover Dam Bypass Project relates choices made by someone in the federal bureaucracy that seem to imply decisions had already been made before the project had been sent out for public comment. A project as meaningful as this, an artery of the North American Free Trade Act route and a portion of the Canamex Corridor, has much broader implications than the choices given for the type of bridge and its location. These include cross-country access without barriers and bottlenecks, time, expense, fuel savings, rapid market access (such as for produce carriers from Nogales to northwestern states and Canada).

The major premise for the necessity of having a new bridge built is logical, obvious and well stated in the Draft plan. Get the dangerous truck traffic off Hoover Dam. No argument there. But this route is heavily trafficked and, aside from the trucks, US highway 93 through Arizona is the shortest roundtrip to Las Vegas coming from Phoenix, Tucson and Interstate 10 from the east.

C11-2 The Draft EIS plan states the new bridge location and approach road will save approximately 10-12 minutes driving time as opposed to crossing the dam now. Zip-ee-do. Such a large public benefit for the price merely boggles. This project serves one purpose only. It removes truck traffic from the dam, a simple safety measure. If safety was preeminent, the Department of Transportation, Highways or Commerce could put the dam route off-limits to truck traffic now. Trucks could be routed from Interstate 515 onto US 95 south to the Interstate 40 connection in California, or routing through Laughlin-Bullhead City. ADOT is already in the process of improving state route 68 from Bullhead City through the pass to Golden Valley and onto Interstate 40, as you know.

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Rec'd.  
10/30/98

## Response to Comment C11-1

The public has had numerous opportunities for involvement with this project. A May 1990 Notice of Intent was published in the *Federal Register*, beginning the scoping process. Public scoping meetings were held in June 1990 in Kingman, Arizona, and Boulder City and Las Vegas, Nevada. A newsletter, titled *Update*, was published in January 1991 and sent to interested individuals. Interviews with numerous community members and several meetings with interested members of the public, the Boulder City Chamber of Commerce, members of the Boulder City Council, and other organizations also occurred. As a result of this intensive public and agency input, nearly 20 alternatives were identified and evaluated (see EIS Chapter 2).

FHWA, the lead agency, conducted three public open house meetings to receive comments on the alternatives developed from the June 1990 scoping meetings. Notice was given for the public open houses in the first newsletter mailed in early October 1997 and in several local newspapers (see Section 7.3 of the EIS). The project management team was requested through the public outreach process and the Laughlin Town Advisory Board to address the feasibility of the LBA as an additional alternative route for the Hoover Dam Bypass Project. This led to the detailed analysis of the LBA contained in Appendix B.

After the DEIS was released to the public, three public hearings were held, and the entire DEIS was available for public review and comment via the project web site. These hearings are discussed in Section 2-1.5 of this FEIS, Volume 2, and responses to the comments from those hearings are included in Section 2-2.1, Public Hearing Transcript Comments. (The transcripts from these hearings are also included in this section.)

It is also important to note that, given the wide range of feedback and issues raised pertaining to the project alternatives, there was no preferred alternative identified in the DEIS. The four reasonable alternatives evaluated (including the No Build Alternative) were developed to a comparable level of detail in the DEIS so that their comparative merits could be analyzed. The Sugarloaf Mountain Alternative was not identified as the preferred alternative until all the alternatives' impacts and comments on the DEIS and from the public hearings were fully evaluated.

Saving ten minutes skirting the dam won't help much or relieve interstate-international commerce pressures, nor speed up interstate access. The location of a new bridge near the dam directs interstate commerce and cross-country traffic back down to a near bottleneck again, in both directions.

C11-3 For once the US Government should look at the overall picture and commit to what is exactly necessary, pay for it, build it, and get on with life. If the government and the states involved are truly looking for a better transportation route to improve commerce and tourist traffic, then it should promote the bridge project realistically. US 93 through Arizona to Las Vegas should be improved to an interstate speed four lane highway from the junction of the current four lane portion of highway 93 just past the Lake Mead National Recreation Area boundary (north bound), go down the canyon pavilion, cross the river at a new bridge near Willow Beach, up the other side into Nevada, cut across the south side of Boulder City and connect to Interstate 515 near the junction of highways 93 and 95, west of Boulder City. This route would shorten the trip from Kingman to Las Vegas to 45-60 minutes. Prohibit truck and commercial traffic across the dam using the old route. Make truck traffic use the new route. Save the dam route for tourist traffic and recreation. Boulder City should still draw adequate commerce from traffic going to the dam and lake.

C11-4 Disruption of American commerce and lifestyle, along with the frivolous, self-serving expenditure of piles of public monies to protect turtles and stray wild sheep, dictated by the pompous presumptions of myopic, hedonistic organizations on the assumption only they know what is best for the public (which translates as what is best for them and turtles), borders on criminal mischief.

C11-5 The whole idea is timing and access for interstate commerce and travelers who have no intention of stopping at the dam or using the recreational area. The expense will be worth it for improved traffic and commerce from Mexico, Interstate 10, the Arizona metro areas, and the people of Arizona and other states in the long run. The longer government waits, the worse the problem will become, and it will likely end up having to readdress the problem it should have resolved the first time.

C11-6 The Draft EIS plan states that several alternate routes were discussed, including a scenario route as described above, but these were rejected, mostly due to expense and the potential for annoying tortoises. The problem is, I don't feel the public was given relevant opportunity to discuss alternate routes and uses, and have a vote in the alternates chosen. Special commerce interests, state and local government representatives and the public should have been more closely involved in the actual choice of routes. The route should satisfy the needs of cross-country traffic. The choice of the bridge crossing from one of the three alternatives in the dam area does not, at least not as effectively as another might.

C11-7 On the other hand, if the bridge location is chosen from one of the three proposed sites near Hoover Dam, the most appealing is the Sugarloaf Canyon crossing. The pros and cons of the three may simply amount to choosing the lesser of three 'evils', as insinuated by the Sierra Club. The public should be given the benefit of the doubt for their money, and the choice for the bridge location

### Response to Comment C11-2

The estimated average travel time on existing U.S. 93 from the Hacienda Hotel in Nevada to Milepost 3 in Arizona, a distance of 6.3 miles, is 16.5 minutes. The preferred alternative would reduce the distance to 5.5 miles, resulting in a travel time of 6 minutes. This estimate represents a 10.5-minute timesavings for each through vehicle. Based on projections that 26,000 vehicles will cross the dam in the year 2027 without the proposed project, the peak-hour traffic volume is estimated at 2,340 vehicles. This projection indicates that more than 1,170 hours of travel time delay during the 3 peak hours could be eliminated with the proposed bypass (see Section 1.4.3).

The traffic analysis for this project forecasted a split of 6,100 annual average daily trips (AADT) over the dam and 19,900 AADT on the new bridge in the year 2027. With the new bypass bridge, future trips over the dam will be restricted to automobiles, recreational vehicles, and buses visiting the dam; truck traffic will be prohibited. Based on the study's assumption of 18 percent truck traffic, the AADT over the new bridge in 2027 will be comprised of approximately 3,600 trucks and 16,300 automobiles (Appendix B). Hence, it can be seen that the new bridge will remove far more than just truck traffic from the dam.

As discussed in Section 2.5 of the FEIS and in response to Comment C7-12, NDOT determined a commercial truck ban on the dam is infeasible.

### Response to Comment C11-3

Regarding the Willow Beach Alternative, see response to Comments C4-1, C4-2, C4-3, and C4-4.

Regarding the Boulder City/U.S. 93 Corridor Study, see response to Comments A12-1, B1-2, and B1-4.

Regarding banning trucks across the dam on U.S. 93, see response to Comments C-7-11 and C11-2.

### Response to Comment C11-4

See response to Comments B1-5, C4-1, C4-2, and C7-3.

should be based on the best bang for the buck.

C11-8

- A. The bridge should be built south of Hoover Dam over Black Canyon. It presents the least offensive looking presentation. The Promontory Point location makes the bridge stick up out of Lake Mead right next to the dam. An ugly choice.

C11-9

- B. The bridge design should have a western flavor look which supports the scenery and is aesthetically pleasing to tourists. This suggests using the rail through arch design already proposed, but I believe an even more pleasing design could be made.

C11-10

- C. The bridge should be designed to include pedestrian traffic. What more wondrous spectacle than to be able to stand over the chasm of the Black Canyon, similar to the Royal Gorge Bridge near Pueblo, Colorado, look north and see the entire expanse of Hoover Dam, with Lake Mead as the backdrop. I believe tourism would increase dramatically to the dam area because of this view, particularly people from Asian countries. Remember, the west is trying to develop international commerce status and that involves Asian economies. One trip to the Grand Canyon demonstrates the power of our western scenery on the rest of the world.

Building a bridge across Black Canyon and the Colorado River (recall that this area is still a part of the Grand Canyon of the Colorado) designed for a one minute passover at 60 miles per hour where one can see nothing and is unable to stop for the next ten miles, suggests a cold, calculated, sterile bureaucratic beltway approach.

C11-11

- D. It would serve both goals of rapid transit and scenic values by constructing a parking lot for tourists and RVs on the Arizona side of the new bridge, so there would be an overlook of the canyon, and a place to park in order to access the walkway across the bridge. I believe the Arizona geography would support such a parking area for cars and RVs at the eastern end of the new bridge. The pedestrian accessway should either be located on the north side of the road facing the dam and lake, or one could be constructed on the underside of the bridge for an unobstructed view in all directions.

C11-12

I believe it would be in the better interest of the public, federal, state and local governments, and interstate-international commerce and tourism, to re-evaluate and re-analyze the location and impacts of a new bridge and corridor for traffic and trade by involving a much more logically oriented and broader scoping process to discern the most opportune placement and uses possible. Before 150 million dollars plus is spent, the people should know exactly what they're getting and know they're getting what they want, and need.

### Response to Comment C11-5

See response to Comments B1-2, B1-5, B1-14, C7-2, C7-3, and C11-2.

### Response to Comment C11-6

See response to Comment C11-1. Additionally, the public comments received on the DEIS favored the Sugarloaf Mountain Alternative over either the Promontory Point or the Gold Strike Canyon Alternatives by a three-to-one margin. The public generally supports the Sugarloaf Mountain Alternative because of the lowest cost and least environmental impacts. The lead agency waited until after the public hearings were held and the public comment period closed before identifying a preferred alternative in order to consider the opinions and information presented by the public.

### Response to Comment C11-7

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

### Response to Comment C11-8

See response to Comments A1-1, A10-2, A13-1, and C3-1.

### Response to Comment C11-9

Construction of the preferred alternative will have an adverse effect on Hoover Dam due to the introduction of visual elements that are out of character with the landmark. As required under Section 106 of the NHPA, FHWA consulted with the Nevada and Arizona SHPOs and has entered into a Programmatic Agreement (PA) with the SHPOs, the federal Advisory Council on Historic Preservation (ACHP), and other parties committing to measures that will mitigate the adverse visual effect. Those measures will be adopted in the ROD for this project.

### Response to Comment C11-10

The EIS (Section 3.7) states that there would be no stopping for views of the dam on the new bridge on either alignment near the dam (Promontory Point or Sugarloaf Mountain). Parking, pedestrians, and bicycles on the

Remember, that very few average citizens understand what an EIS or a scoping process is. The public, countrywide, has a bigger stake in this choice than the minor opportunity they had to attend public meetings held in only a few locales. Please consider reopening the planning and design process, and reconsider what is at stake, or at least affirm that the original conclusions, now open for public scrutiny in the EIS, are viable.

Respectfully,

Karl C. Easley  
3350 N. Harrison Street, #143  
Kingman, AZ 86402

c: Mr. Terry Hausler, Project Administrator, Federal Highway Administration  
Ms Jackie Vieh, Director, Arizona Department of Commerce  
Mr. Gary Vrael, Assistant Director, Arizona Office of Tourism

bridge would create a safety hazard (see response to Comment A12-2). However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

#### Response to Comment C11-11

See response to Comment C11-10. Providing scenic overlooks with views of the dam on the Nevada or Arizona approaches to the Sugarloaf Mountain bridge is infeasible due to the roadway being cut into the mountain on both sides of the bridge, with rock walls blocking the lines of sight (see EIS Figures 2-9, 2-10, 3-9 and 3-10).

#### Response to Comment C11-12

See response to Comment C11-1.

#### Response to Comment C11-13

For the Hoover Dam bypass, the broader public was given unprecedented access to the DEIS. The Notice of Availability of the DEIS was placed in the *Federal Register* on September 25, 1998, and the entire environmental document was made available online through the project web site. This was the first time the FHWA has placed an EIS on the internet with an online comment feature via e-mail. As evidenced by the public comments in the FEIS, numerous people took advantage of this broader availability and submitted e-mail comments on the EIS. The web site was accessed an average of about 35 times per day during the EIS comment period, versus about 5 times per day prior to that. By November 10, 1998, the deadline for public comments on the DEIS, the web site had been accessed 3,894 times.

C12

Roland M. Fraga, 09:04 PM 10/12/98, Hoover Bypass

Return-Path: <pilotrf@prodigy.net>  
Date: Mon, 12 Oct 1998 21:04:21 -0700  
From: "Roland M. Fraga" <pilotrf@prodigy.net>  
To: haussler@road.cflhd.gov  
Subject: Hoover Bypass

Dear Sir:

C12-1 All three of these plans are sad, steep grades and poor route. It seems all routes must lead to Goldstrike.  
Willow beach would be a much better solution. It would be nice to know the real reason it is not in the plan.

Roland Fraga

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C12-1

See response to Comments C3-1, C11-6, and E4-1 pertaining to the Gold Strike Canyon Alternative. Regarding the Willow Beach Alternative, see response to Comments C4-1, C4-2, C4-3, and C4-4.

C13

TO WHOM IT MAY CONCERN

These are a few comments on the future designation of alternative routes to Las Vegas & north to Interstate 15. It seems practical to join Highway 93 Arizona to Highway 93 Nevada as illustrated on the map 2-1 State Route 167 in Nevada North of Lake Mead, I had considered as the route to Las Vegas by way of Lake Mead Boulevard and to the freeways. The alternative, the Temple Bar Corridor No.9 is the one I had proposed. So far to date there hasn't been any designation to the final proposal. As I see the three routes 1,2,3 it appears to me that what they are trying to avoid over the years from 2002 till say 2015 is going to end just as big a boondoggle and bigger than the one there now, also if there are any budget over-runs, like the Visitors Center that ended up to over \$123 million, then the final cost of any of the three alternatives could be considerably more than the present calculated cost. These routes also by converging on Las Vegas Freeways are going to pose a hazard especially with the likes of Radio-Active materials in the event of an accident. I don't think there is enough emphasis and consideration given to the advantages a highway on the Temple Bar Corridor would bring if any one of the others prove impracticable if built, the only other route to consider would be the Temple Bar route in the future. It would be better to put the cost of which ever route is proposed, towards a route that would have the advantage of expansion in the future. The Temple Bar route may cost more now to build than the others, but in the long run would have better potential. Phoenix & Tucson had freeways that were build on the outskirts of the cities, now they are encompassed by the growth. It just might be the long way around may be the short way around, looking into the future.

Hank Hansen

**Response to Comment C13-1**

The Temple Bar Alternative was eliminated because it failed to meet the screening criteria in five areas: 1) it has substantial Section 4(f) impacts; 2) it has severe impacts to pristine habitat; 3) it has severe impacts to wildlife; 4) it has excessive costs; and 5) it requires operation and maintenance of duplicate parallel roadways because existing U.S. 93 from Las Vegas to Kingman would have to remain open and, thus, it would not necessarily resolve the traffic problems experienced over Hoover Dam.



C14

rheidel, 07:13 AM 10/16/98, Hooverdam Bypass project

Return-Path: <rheidel@prodigy.net>  
 Date: Fri, 16 Oct 1998 07:13:21 -0700  
 From: rheidel <rheidel@prodigy.net>  
 Reply-To: rheidel@prodigy.net  
 Organization: Prodigy Internet  
 To: haussler@road.cflhd.gov  
 Subject: Hooverdam Bypass project

Dear Sir,

First let me thank you for the excellent web site. I found it convenient and informative. It has allowed me reach an opinion.

I would like to recommend that the Department of Transportaion approve the Sugarloaf Mountain alternative bypass route. Although all three routes accomplish the objective, based upon your summary table, the Sugarloaf Mountain alternative is the least complex, has the best road geometrics, and is the least expensive.

C14-1

It is my belief and experience, that the simpler the design, the fewer surprises and the best likely hood of completing the project "on time" and "within budget".

C14-2

Although I perfer the Sugarloaf alternative, I strongly recommend that one of the alternatives be chosen, and choosen soon. I have been traveling across Hoover Dam for 8 years now, and have seen a constant increase in traffic and congestion. This roadway has now reached the dangerous point.

Thank you for your time and attention.

Raymond Heidel  
 Henderson, NV

Printed for Terry Haussler &lt;haussler@road.cflhd.gov&gt;

1

### Response to Comment C14-1

See response to Comment A1-1.

### Response to Comment C14-2

The Sugarloaf Mountain Alternative cannot be officially adopted until there is a ROD for this project. The ROD is currently scheduled for approval in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

Nov 01 98 12:57a Fred J. Lasko

17022833427

P. 1

C15

10/16/1998

Draft Environmental Impact Statement Comments  
 Fred J. Lasko Retired Regional Safety Engineer  
 Lower Colorado Region Bureau of Reclamation

Thank you for the opportunity to comment on this project. My comments are from my experience as Regional Safety Engineer over a period of 25 years in the Lower Colorado Regional office of the Bureau of Reclamation, Boulder City, Nevada.

C15-1 Other/Safety: Although your outline does not have a title for safety my comments will address this issue because of its importance. It would be good if you had a topic for safety in your outline for comments. I feel the best location for the crossing would be the Gold Strike Canyon alternative. This is the farthest location from the Dam and eliminates or reduces the hazard from tourists stopping on the bridge to get a view or take pictures of the dam and lake. The bridge will be designed for four lanes of traffic at 60 miles per hour. A vehicle stopping on the bridge or pedestrians walking on the bridge is a foolish act and extremely dangerous. The Gold Strike location reduces this hazard greatly over the two upstream locations. Reduction of road curves is another benefit of this location. Most vehicle accidents have occurred on the hairpin curves designed originally for shorter length haul trucks. Truck accidents in the area of the dam have caused traffic tie ups for several hours.

C15-3 Other/Security: This is another subject left out of the comment outline. While working at Reclamation a study was conducted about 10 years ago of the potential for security problems. The report concluded that the dam has a high exposure for this type of problem. Moving the traffic downstream lessens this problem greatly. Traffic will still be allowed to access the dam for tours but surveillance would be better because of reduced traffic flow at the dam.

C15-5 Finance: I do not agree with the report on the need to charge a toll. Collecting a toll would defeat the time savings of 10 minutes per vehicle crossing the area. Funding should come from a user tax on the traffic using the highway.

C15-8 Boulder City Bypass: A Boulder City Bypass is mentioned in the report as a frequent comment from previous reviews. This is a critical issue and should not be ignored. I would like to see a Boulder City Bypass incorporated into the plan.

### Response to Comment C15-1

The EIS discusses safety concerns in each section where safety is an issue. For discussions related to safety, see Sections 3.2.3.2 (Noise), 3.6.1.2 (Land Use), 3.7.2.2 (Visual), 3.8.2 (Recreation), 3.9.2 (Socioeconomics), 3.10.2 (Hazardous Materials), and 4.3 (Unavoidable Adverse Impacts).

### Response to Comment C15-2

See response to Comments C3-1, C11-6, and E4-1 pertaining to the Gold Strike Canyon Alternative. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

### Response to Comment C15-3

One of the primary purposes of the project is to safeguard Hoover Dam employees, visitors, the dam structure, equipment, power generation capabilities, and Colorado River waters. This is discussed in detail in Chapter 1 of the EIS.

### Response to Comment C15-4

The dam crossing will stay open to recreational traffic, pedestrians, and bicyclists (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). Under the No Build Alternative, 26,000 trucks and automobiles are projected to cross the dam daily in 2027, as compared to 11,500 currently crossing. With the new bridge, trucks will be prohibited from the dam, and the number of vehicles crossing the dam in 2027 would be reduced to 6,100 (see EIS Appendix A).

### Response to Comment C15-5

The EIS does not propose to charge a toll for the new crossing. It does state that ADOT and NDOT conducted a financing study that evaluated funding options available. Please refer to response to Comments C3-2 and C7-10 and the EIS Executive Summary.

### Response to Comment C15-6

In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the "Boulder City/U.S. 93 Corridor" project is completely independent from the Hoover Dam bypass. The purpose and need for the Hoover Dam bypass relates directly to solving the traffic congestion and

Nov 01 99 12:57 PM Fred J. Larkins 17022933427 P. 2

because of the safety to residents of Boulder City. As cited in the report there are many trucks hauling hazardous materials that have to come right through Boulder City. It is just as important for the safety of the residents of Boulder City as it is for the tourists who visit the dam. To incorporate this feature in the project now should reduce the costs considerably over having separate projects.

C15-7 Visual: Both the Promontory and Sugarloaf present negative impacts on the historic view of the dam. These sites also have the potential safety problem of people stopping on the roadway to view the dam or to take pictures unless the design has side walls that would preclude viewing the Dam. The potential for security problems are much greater at these locations. During times of national conflicts or threats of sabotage to government facilities security at the dam has been heightened.

C15-8 Both of these locations would present potential sites for suicide victims because they would have a captive audience. Screening to prevent this type of problem would be necessary and further detract from the present view of the dam.

*Fred J. Larkins*  
308 Sioux Ct  
Boulder City, NV  
89005

accident problems on the dam and approach roads, not to addressing traffic problems in Boulder City.

#### Response to Comment C15-7

See response to Comments B1-9 and C11-9 and EIS Section 3.7 for discussion about the visual impacts of the Promontory and Sugarloaf Alternatives. Also, as discussed in response to Comment C15-2 above and in the EIS (Section 3.8.2.2), there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

#### Response to Comment C15-8

The new Colorado River bridge, on either the preferred alternative or Promontory Point alignment, will have safety fencing placed along the concrete bridge rails as a preventive measure to address this concern.

C16

D Henry Leavitt, 04:10 AM 10/12/98, public response

Return-Path: <leavitt@chirocode.com>  
 Date: Mon, 12 Oct 1998 04:10:06 -0700  
 From: D Henry Leavitt <leavitt@chirocode.com>  
 To: haussler@road.cflhd.gov  
 Subject: public response

Thanks for the notice in the AZ Republic. I have viewed the sites.

C16-1 I vote for the the Gold Strike option. It would do more to alleviate congestion and enhance traffic flow on this NAFTA corridor highway.

D  
 H Leavitt

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C16-1

See Section 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

C17

Box 60923  
Boulder City, Nevada 89006  
September 29, 1998

Mr. Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, CO 80228

Dear Sir:

C17-1 Thank you for the notification of the public hearing about U.S. Highway 93 bypassing Hoover Dam. I choose Route 3 for the following reason. Either Route 1 or Route 2 would cause a cost of living rise for me because of the extra distance I would have to travel to any destination southeast of here. The normal supplies that arrive from that direction are hauled from Kingman, Arizona. Please note that Phoenix, Arizona (270+ miles) is the closest metropolitan area to Las Vegas, Nevada! The other two routes would cost even more because of the distance and upkeep on the trucks plus the manpower to perform this service

C17-2 As for the harm to the business people of Boulder City, that would likely be a minimum amount. Only those travelers who wish to stop will stop, especially when they have a long trip still ahead of them. The total distance from Phoenix to Las Vegas is about 275 miles.

I have never seen a town that was by-passed that did not grow! And I have never seen a town that grew that fought a bypass! To name a few, there are Richfield, Utah; Mesquite, Nevada; Las Vegas, Nevada; Bakersfield, Delano, Fresno, Santa Barbara, all in California.

C17-3 The town of Victorville, California, fought a bypass for about 35 years and remained a small country town. When they stopped fighting a by-pass they became a thriving city.

Any town that stopped fighting and went after business has grown and is still growing! They have put their efforts into building a better town and have grown as a consequence because the people who are attracted there know they will be served as if they were at home.

C17-4 In my opinion, Route 3 would be the cheapest way to build the bypass in the long run!

Sincerely,

Larry Laune, 56 year resident



### Response to Comment C17-1

See Section 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative shortens the distance between the U.S. 93/95 interchange in Nevada and Kingman, Arizona, by less than 1 mile when compared to the Promontory Point and Sugarloaf Mountain Alternatives (see EIS Table 2-1).

### Response to Comment C17-2

See response to Comment B1-4, which discusses the rationale for concluding that the Boulder City/U.S. 93 Corridor Study is a separate project with independent utility and that the Hoover Dam Bypass Project has no cumulative socioeconomic effects.

### Response to Comment C17-3

See response to Comment C17-2.

### Response to Comment C17-4

See response to Comment C17-1. The cost to design and construct the preferred alternative is currently estimated at \$198 million, compared to \$215 million for the Gold Strike Canyon Alternative (EIS Sections 2.6.2.5 and 2.6.3.4).

C18

Ingrid Lee, 04:48 PM 9/29/98 , Hoover Dam Bypass

Return-Path: <inglee@et.mohave.cc.az.us>  
 Date: Tue, 29 Sep 1998 16:48:12 -1000  
 From: Ingrid Lee <inglee@et.mohave.cc.az.us>  
 Organization: Mohave Community College  
 To: haussler@road.cflhd.gov  
 Subject: Hoover Dam Bypass  
 X-Url: http://www.hooverdambypass.org/

Thank you for the opportunity to reply by e-mail. I appreciated the Sept. 1998 materials which were mailed recently. I could easily compare

and contrast the alternative bypass choices. Based on the engineering and construction comparison and potential environmental impacts, I would opt for the Sugarloaf Mountain bypass. It has (relatively) minimal environmental impacts, best roadway geometrics, and best of all, the least cost. The potential losses are outweighed by the incredible benefit gained by bridge construction.

I would like to question why a bridge/route through Laughlin, NV is not one of the choices. The road to 95 is good. Is it because of route 68? Boulder citizens concerned about bypass of their city? Would cost be less?

As a resident of northern AZ for 20 years I am ecstatic to be queried and have the opportunity to input on this project.

Sincerely,

Ingrid Lee

Printed for Terry Haussler <haussler@road.cflhd.gov>

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### Response to Comment C18-1

See response to Comment A1-1 concerning the rationale for identifying the Sugarloaf Mountain Alternative as the preferred alternative.

### Response to Comment C18-2

Section 2.5 of the EIS discusses those alternatives, including a bypass around Boulder City, which were considered but eliminated from detailed evaluation. Table 2-1 specifically shows the reasons for elimination, including substantial Section 4(f) impacts and severe impacts to pristine habitat and wildlife.

For detailed discussion of the rationale for eliminating the Laughlin-Bullhead City route, please see EIS Section 2.5, Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9 (Laughlin), and A12-1, B1-2, and B1-4 (Boulder City). ADOT is currently widening SR 68 to four lanes within the LBA corridor, so this is not a factor in eliminating the LBA.

C19

Patti Lewis, 09:37 AM 10/10/98, Comment

Return-Path: <daffyl@ctaz.com>  
 Date: Sat, 10 Oct 1998 09:37:59 -0700  
 From: Patti Lewis <daffyl@ctaz.com>  
 Reply-To: daffyl@ctaz.com  
 Organization: Outland Resources, Inc.  
 To: haussler@road.cflhd.gov  
 Subject: Comment

Thanks for the informational pages on the Hoover croosing situation.

My  
 comment is this:

C19- the Promontory Point crossing seems to be the safest route for the  
 future crossing. If the dam should vere give, that crossing would be  
 the  
 least affected.

Thanks for listening.  
 Patti Lewis

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C19-1

The reasons for preferring the Sugarloaf Mountain alignment over the Promontory Point alignment are presented in Section 2.6.2.1 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

In identifying the preferred alternative, there was not a concern about the potential for Hoover Dam failing and washing out a new bypass bridge downstream. The planned bridge crossing on the Sugarloaf Mountain alignment will be elevated 254 feet higher than the crest of Hoover Dam and anchored to the bedrock walls above Black Canyon.

C20

1771 Brushy Creek Way  
Bullhead City, AZ  
86424

Nov. 7, 1998

HPD-14  
Federal Hwy. Adm.  
555 Zang St.  
Room 259  
Lakewood, Colo. 80208  
Att.: Terry Hawes/et

Dear Sir:

C20-1

We are in favor of halting truck traffic over the Hoover Dam, diverting it through Laughlin, to begin immediately.

Patricia E. McDonald  
Patricia E. McDonald  
Alan C. McDonald  
George D. McDonald  
George McDonald

# Response to Comment C20-1

As discussed in EIS Section 2.5 and in response to Comment C7-12, NDOT determined that a commercial truck ban on the dam is infeasible with no existing practical alternative crossing. The crossing through Laughlin adds 23 miles to the trip from Las Vegas to Kingman, compared to the bypass crossings near the dam, and it is inconsistent with the purpose and need of the Hoover Dam bypass.



C21

RUSMURRAY@aol.com, 01:21 AM 10/12/98, Fwd: by-pass for Boulder City

Return-Path: <RUSMURRAY@aol.com>  
 From: RUSMURRAY@aol.com  
 Date: Mon, 12 Oct 1998 01:21:05 EDT  
 To: haussler@road.cflhd.gov  
 Subject: Fwd: by-pass for Boulder City

Content-ID: <0\_908169665@inet\_out.mail.aol.com.1>  
 Content-type: text/plain; charset=US-ASCII

Content-ID: <0\_908169665@inet\_out.mail.aol.com.2>  
 Content-type: message/rfc822  
 Content-transfer-encoding: 7bit  
 Content-disposition: inline

From: RUSMURRAY@aol.com  
 Return-path: <RUSMURRAY@aol.com>  
 To: sworden@dll.uscg.mil  
 Subject: by-pass for Boulder City  
 Date: Mon, 12 Oct 1998 01:07:46 EDT  
 Mime-Version: 1.0  
 Content-type: text/plain; charset=US-ASCII  
 Content-transfer-encoding: 7bit

C21-1 The correct answer for the bridge and by-pass is none of the above.

Let me explain.

The present system involves a 7 miles downhill highway and crossing at Hoover Dam. The original intent was to transport material and people to a jobsite for the construction of Hoover Dam. The Department of Interior determined this location would be the best location to build a dam. Later, due to economics, this was adapted into a highway. However, the wear and tear on cars and trucks descending and climbing this seven mile stretch plus the fuels does do make this constuction road and suitable highway.

C21-2 We have an opportunity to make the best change for everyone...drivers, road and bridge by using the Henderson, Nv. Horizon 515 exit, build a road through the dry lake waste land, build the bridge at Willow Beach and reconnect to the Arizona Highway.

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C21-1

The existing steep approaches, switchbacks, and the narrow dam crossing over Lake Mead and the Colorado River, with the resulting high potential for accidents, is one of the principal reasons for pursuing alternative routes across the Colorado River (see Chapter 1, Purpose and Need). The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River). Section 2.6.2.1 of the FEIS discusses the rationale for identification of the preferred alternative.

### Response to Comment C21-2

The construction of a bridge on the Willow Beach alignment is not an acceptable alternative. As explained in the EIS Executive Summary, this route was eliminated from further consideration because it requires about 19 additional miles of new highway construction resulting in substantially greater environmental impacts – most notably impacts to Section 4(f) lands (public park and recreational areas) – higher costs, and potential adverse economic impacts to Boulder City as a result of bypassing the city and diverting traffic away from downtown businesses. See response to Comments C4-1, C4-2, C4-3, and C4-4.

This would eliminate the seven mile wear and tear problem. This would slightly divert traffic away from Boulder City. This would create a short-cut for getting off the highway (interstate) at the Searchlight Highway then go to Searchlight/Niption/ I-15.

C21-2a I have worked at Hoover Dam 20 years. I heard the original concerns. The original concerns were money and people would loose viewing Hoover Dam as we are now accustomed to be able to do so. The Hoover Dam viewing concern has been mute.

C21-3 The additional road building costs would be a saving to the United States as to not having to purchase/import as much oil. The people now living on the 7

C21-4 mile stretch from Boulder City to Hoover Dam are already complaining about the highway noise.

C21-5 There you have it. There is plenty of space out in the dry lake to build a eight or ten lane highway...more roads are needed due to more licensed drivers/automobiles. Make a win/win situation for everyone...yourself included.

Thank you for your time and consideration.

Russell Murray  
1408 Monterey Drive  
Boulder City, Nevada 89005

RusMurray@AOL.Com

Printed for Terry Haussler <haussler@road.cflhd.gov>

2

### Response to Comment C21-2a

The existing recreationists' access to Hoover Dam will be maintained after construction of the U.S. 93 dam bypass. See response to Comment C15-4.

### Response to Comment C21-3

See response to Comment C21-2 above.

### Response to Comment C21-4

Traffic noise through Hemenway Valley and east of Boulder City is being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor environmental study. See response to Comment B1-4.

### Response to Comment C21-5

See response to Comment C21-2 above.

C22

**J.B. PARTAIN**

Mr. Terry Haussler (HPD-16)  
Federal Highway Administration  
555 Zang Street, Room 259  
Lakewood, Colorado 80228  
TELEFAX # 303/969-5903

Dear Mr. Haussler

**Hoover Dam Bypass**

In the midst of all the conversations and rhetoric surrounding this matter, it seems to me that one of the best of all possible steps is constantly ignored. That is:

**The elimination of all truck traffic on the Hoover Dam**

This can be done immediately, with no cost and at the direction of virtually any governmental agency involved. If an agency with the most clout in the law is needed then the EPA (which has done so little) could issue the directive. Since you are an employee of the Federal Highway Administration and would like to bring the glory there, then have it done by the FHA.

C22-1

With no cost to any taxpayer this would immediately eliminate the danger of all spills into the Colorado River or Lake Mead. The terrible congestion caused by the huge trucks would be eliminated. The instant smog created by the trucks would be eliminated. The clatter and roar of the diesels in Hemingway Wash would be stilled. There would be no impact on: peregrine falcons, desert tortoises, desert bighorn sheep or ground squirrels. It absolutely does not matter what impact this would have on the truckers or trucking companies. I have been responsible for movement of large cargoes by truck all over the US and between the US and Canada. Frequently these loads were proscribed from the most direct route for one or more of any number of reasons established by the DOT or the State governments involved. What did we do? We simply rerouted the trucks and paid whatever the additional cost was due to the rerouting. In fact, on long hauls, the effect was truly minimal in terms of its percentage of the total transportation cost or on entire project costs. The whimpering about the need to follow US 93 with trucks is baseless. All products desired by the populations of Nevada can easily be supplied by other routes (if they must come by truck) or by train into the Las Vegas Valley. It is very obvious that products needed on the Arizona side of the Colorado can readily be supplied by truck or rail and never see any portion of Nevada North of Laughlin.

C22-2

First stop the trucks, then piddle and diddle around with your studies and politicking to determine how and who gets to split the money and how you save the traffic for the GoldStrike Casino and the Railroad Pass Casino. Personally, I believe a new crossing at Willow Beach is far better. B-u-t-t since the populace of Boulder City seems to be schizophrenic about the tourist traffic, please do the least harm to the indigenous humans in the desert. That means take route number three. The projected noise levels will still be below those endured when building the routes down to the dam, removes noise (traffic) pollution, alteration to views is nowhere near

508 RAINI PLACE • BOULDER CITY, NV 89005 • 702/294-4360 • FAX: 702/294-1330

**Response to Comment C22-1**

As discussed in EIS Section 2.5 and in response to Comment C7-12, NDOT determined that a commercial truck ban on the dam is infeasible with no existing practical alternative crossing.

**Response to Comment C22-2**

Regarding elimination of the Willow Beach Alternative, see response to Comments C4-1, C4-2, C4-3, and C4-4. See response to Comments C3-1, C11-6, and E4-1 pertaining to the reasons for discontinuing consideration of the Gold Strike Canyon Alternative.

**JBP**

C22-3 the alterations already made by the dam construction. Both the peregrine falcon and the bighorn sheep have demonstrated that they can adapt well. The peregrine falcon by building nests on skyscrapers, and breeding there, and the bighorn by surviving being traumatized with tranquilizers, slung from helicopters, loaded in trucks and hauled hundreds of miles for release.

C22-4 Please do not under any circumstance add more insult to the people in Hemingway Valley as routes 1 and 2 cause.

Hopefully,

J.B. Partain

### Response to Comment C22-3

Comparing the three alternatives analyzed in detail, the Gold Strike Canyon Alternative has the most substantial impact on desert bighorn sheep lambing habitat and movement corridors (see EIS Section 3.3 and Table 3-14). It would impact over two times as many acres of lambing habitat as the next most damaging alternative, the Promontory Point alignment.

### Response to Comment C22-4

None of the U.S. 93 Hoover Dam bypass alternatives would have a direct or cumulative impact on Hemenway Valley. The Boulder City/U.S. 93 Corridor Study is a separate project with independent utility (see response to Comment B1-4).

C23

F A X

To: Terry Haussler (HPD-16)  
 Company:  
 Fax number: +1 (303) 989-5903  
 Business phone:  
 From: Jon Alford Rementeria d. Cosio  
 Fax number: +1 (702) 2943007  
 Business phone:  
 Home phone:  
 Date & Time: 9/27/88 8:13:50 PM  
 Pages: 1  
 Re: Hoover Dam Bypass

C23-1 Terry, I've reviewed your Update #4, September Newsletter and I truly do not see the reason for anyone to bother attending any of your October '88 Meetings. Nothing will change, nothing will happen after the meetings, you will continue to do what you have already scheduled anyways. I am not the only one who feels this way; Witness the poor turnout at the last six meetings. I suspect that you view this as an indication of our lack of interest. In reality, we can see that the Federal government will close down the road across the Dam regardless of the wishes and needs of the plebs. The Only beneficiaries of the three alternate routes will be the Federal government's employees and the families of these employees. They will have private access to the Dam at future functions, self-serving events and all holidays. These privileges will be extended to the families of other Officials i.e. Police, Military, State and City employees. Many of us saw the first phase enacted when the hundreds of retired persons were evicted from their pathetic tin shanties at the Hoover Dam area two years ago. I suspect that the lack of outrage by the rest of us was interpreted as lack of interest again. Most of us didn't act for fear of reprisal.

# Response to Comment C23-1

The dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists (see EIS Section 3.9.2.1, Bicyclists and Pedestrians).

**Figg Engineers, Inc.**

Member firm of Figg Engineering Group

1873 South Bellaire Street, Suite 1025  
 Denver, Colorado 80222  
 303 757-7400 Fax: 303 757-0698

C24

**Focus  
 on  
 Bridges®**

October 19, 1998

Mr. Terry Haussler, P.E.  
 Project Manager (HPD-16)  
 Federal Highway Administration  
 555 Zang Street, Room 259  
 Lakewood, CO 80228

**REFERENCE:** Hoover Dam Bypass Project  
 Draft Environmental Impact Statement

Dear Mr. Haussler:

The following comments are made regarding the Draft Environmental Impact Statement (DEIS) which was recently issued for review and comment by the Federal Highway Administration (FHWA), Central Federal Lands Highway Division on the Hoover Dam Bypass project in Arizona and Nevada (Project No. FHWA-AZN-V-EIS-98-03-D).

FHWA is to be congratulated for achieving the DEIS for this referenced project. The document is thorough and sets forth in a clear and concise manner the purpose and need of the project and the alternatives under consideration.

Based upon engineering considerations we believe it appropriate to comment upon the bridge types identified in the DEIS; specifically those types identified for the Sugarloaf Mountain Alignment. The DEIS document, in subparagraph 2.6.2.2 Bridge Designs, page 2-18, states as follows:

"Two bridge designs are being considered for the Sugarloaf Mountain Alternative: a steel deck arch bridge and a concrete cable-stayed bridge (see Figures 2-9 and 2-10). The design elevation at the center of the proposed bridge is 1,486 feet, about 836 feet above the water surface of the Colorado River and 254 feet higher than the elevation of the current highway across Hoover Dam."

This recommendation apparently follows directly from the Phase B Corridor Study report dated January, 1998. There is no indication that this recommendation was reevaluated during the DEIS process. The Corridor report indicates that the depicted steel structure at Sugarloaf is "a steel rib deck arch span 1035 feet". Furthermore, the report makes reference to a steel arch in sections on constructability and visual resources.

Although the structure types examined are appropriate, the DEIS should not limit the structure type to a specific material at this early stage in the process because of the following:

- The arch could be made of either steel or concrete. Concrete arch spans as long as 1280 feet have been successfully designed and constructed in Europe and Australia.

Tallahassee, Florida

Denver, Colorado

Philadelphia, Pennsylvania

**Response to Comment C24-1**

A concrete arch bridge type has been added as a potential design option for the preferred alternative (see Section 2.6.2.3). However, presentation of specific bridge designs in this EIS is not intended to preclude other feasible structures; a Design Advisory Panel will provide input on bridge design concepts, structure type, and materials (see Section 3.5).



Mr. Terry Haussler, P.E.  
October 19, 1998  
Page 2 of 2

- Cost comparisons at this stage of the process are not sufficiently accurate to determine the most economical material for a given structure type.
- The view from the dam of a steel deck arch bridge or a concrete arch would not be materially different. The clean lines of a concrete arch may in fact present a cleaner and less cluttered look than a truss type arch. In fact, a concrete arch could complement the dam which is a concrete arch. However, if a truss appearance were desired, a similar concrete design could be provided.
- Construction techniques using overhead cable-way systems are equally applicable to either construction material. The addition of cast-in-place prestressed concrete segments stabilized with stay cable tiebacks may result in more contractor options for construction, increasing competition, and thus lowered costs.
- As a solution to assuring the least cost structure, FHWA may wish to utilize the alternate design process. The experience of FHWA over a nine year period which required states to provide alternate designs for structures expected to exceed a given dollar amount (lower than the estimated cost of a Hoover Dam By-Pass Bridge), showed an average savings of 11% per bridge. In this instance, that could exceed 4 million dollars which easily justifies an alternate design.

Accordingly, we recommend the FEIS include:

- C24-2
1. A provision to further evaluate the use of a concrete arch bridge as a possible structure type during the preliminary engineering work place, and/or
  2. A provision to include alternate designs to ensure that the least cost arch structure with comparable visual impacts is constructed.

We appreciate the opportunity to comment on the DEIS and look forward to the successful execution of this important project.

Sincerely,

FIGG ENGINEERS, INC.

*A. Joseph Siccardi*

A. Joseph Siccardi, P.E.  
Senior Vice President

Attach.

Figg Engineers, Inc.

### Response to Comment C24-2

The FEIS now includes a concrete arch bridge as a possible structure type for the preferred alternative.

C25

jimmie stewart, 01:14 AM 10/16/98, hooverdambypass

Return-Path: <mickjim@worldnet.att.net>  
 Reply-To: <mickjim@worldnet.att.net>  
 From: "jimmie stewart" <mickjim@worldnet.att.net>  
 To: <haussler@road.cflhd.gov>  
 Subject: hooverdambypass  
 Date: Fri, 16 Oct 1998 01:14:33 -0700  
 X-Msmail-Priority: Normal

why can't we cross at willow creek? it's far enough south of the dam to  
 C25-1 not cause pollution problems and it is convenient to the highway in  
 arizona. it really is a good crossing point. why at the "gold  
 strike  
 [south] crossing?

C25-2 anything but north of the dam. that's a bad choice geologically and  
 environmentally. it would be great if you could get the crossing as  
 far

C25-3 away from the dam as is economically possible. the willow creek  
 crossing  
 fits the criteria rather well. why isn't it one of the choices?

sincerely,

mickey stewart  
 boulder city, nv

Printed for Terry Haussler &lt;haussler@road.cflhd.gov&gt;

1

### Response to Comment C25-1

Regarding elimination of the Willow Beach Alternative, see response to Comments C4-1, C4-2, C4-3, and C4-4. See response to Comments C3-1, C11-6, and E4-1 pertaining to the reasons for not identifying the Gold Strike Canyon Alternative as the preferred alternative.

### Response to Comment C25-2

The reasons for identifying the Sugarloaf Mountain alignment as the preferred alternative over the Promontory Point alignment are presented in Section 2.6.2.1 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

### Response to Comment C25-3

The Willow Beach alignment does not fit the alternatives screening criteria very well. The EIS (Section 2.5, Table 2-1) shows that this alternative fails because of disproportionately high environmental impact, construction cost, and highway maintenance requirements. See also response to Comment C25-1 above.



jimmie stewart, 02:37 PM 10/16/98, Re: hooverdambypass

Return-Path: <mickjim@worldnet.att.net>  
 Reply-To: "jimmie stewart" <mickjim@worldnet.att.net>  
 From: "jimmie stewart" <mickjim@worldnet.att.net>  
 To: "Terry Haussler" <haussler@road.cflhd.gov>  
 Subject: Re: hooverdambypass  
 Date: Fri, 16 Oct 1998 14:37:11 -0700  
 X-Msmail-Priority: Normal  
 X-Mimeole: Produced By Microsoft MimeOLE V4.71.1712.3

with all of that, then the one that is farthest south of the dam would be my choice (the gold strike crossing?)

thanx very much for your prompt reply. i appreciate it

mickey stewart

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

From: Terry Haussler <haussler@road.cflhd.gov>  
 To: mickjim@worldnet.att.net <mickjim@worldnet.att.net>  
 Date: 16 October, 1998 2:07 PM  
 Subject: Re: hooverdambypass

>Mickey -

>

>Willow Beach was considered but eliminated from consideration. It has

>overwhelming environmental obstacles. Another reason is a Department of

>Transportation regulation that requires minimizing impacts to public >recreation areas, such as LMNRA. I agree that it does look good on a state

>map and does get the crossing away from the dam; however, it has more than

>10 miles of 5.5 and 6 percent grades and would cost \$100 million more than

>improving U.S. 93. For the purposes of this comparison, the U.S. 93 cost

>includes improving the 14 miles in LMNRA and constructing a Boulder City

>Bypass (if that is ever agreed on).

>

>

>Thanks for your comments.

>

>At 01:14 AM 10/16/98 -0700, you wrote:

>>why can't we cross at willow creek? it's far enough south of the dam to

>>not cause pollution problems and it is convenient to the highway in

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

>>arizona. it really is a good crossing point. why at the "gold  
strike  
>>[south] crossing?  
>>  
>>anything but north of the dam. that's a bad choice geologically and  
>>environmentally. it would be great if you could get the crossing  
as far  
>>away from the dam as is economically possible. the willow creek  
crossing  
>>fits the criteria rather well. why isn't it one of the choices?  
>>  
>>sincerely,  
>>  
>>mickey stewart  
>>boulder city, nv  
>>  
>Terry K. Haussler  
>Project Manager  
>Federal Highway Administration  
>Phone: (303) 716-2116  
>Fax: (303) 969-5903  
>email address: haussler@road.cflhd.gov  
>

Printed for Terry Haussler <haussler@road.cflhd.gov>

2

C26

Warren Sturgill, 11:25 PM 10/13/98, Suggestion and Question

Return-Path: <wsturgill@isat.com>  
 Reply-To: "Warren Sturgill" <wsturgill@isat.com>  
 From: wsturgill@isat.com (Warren Sturgill)  
 To: <haussler@road.cflhd.gov>  
 Subject: Suggestion and Question  
 Date: Tue, 13 Oct 1998 23:25:02 -0700  
 X-Msmail-Priority: Normal  
 X-Mimeole: Produced By Microsoft MimeOLE V4.72.2106.4

C26-1 This bridge will be here forever, and I think that we should build the one that looks the best with Hoover Dam. I think that the Gold Strike plan is the best due to its location below Hoover Dam and because it looks alot better than the other two. On the other two, they will be alot closer and higher than Hoover Dam, so when you are standing on the dam, the bride would be higher than you.

C26-2 My queestion is: When you build the bridges, are you planning on building it a freeway, so that US93 will be freeway from Kingman all the way to Las Vegas?

Thanks,  
 Warren Sturgill

Sent from: wsturgill@isat.com  
 Visit my website at: <http://www.personal.isat.com/wsturgill>  
 <!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
 <HTML>  
 <HEAD>

<META content=text/html; charset=iso-8859-1 http-equiv=Content-Type>  
 <META content="MSHTML 4.72.2106.6" name=GENERATOR>  
 </HEAD>  
 <BODY bgColor=#ffffff>  
 <DIV><FONT color=#000000 size=2>This bridge will be here forever, and I think that we should build the one that looks the best with Hoover Dam. I think that the Gold Strike plan is the best due to its location below Hoover Dam and because it looks alot better than the other two. On the other two, they will be alot closer and higher than Hoover Dam, so when you are standing on the dam, the bride would be higher than you.</FONT></DIV>  
 <DIV><FONT color=#000000 size=2></FONT>&nbsp;</DIV>  
 <DIV><FONT size=2>My queestion is:&nbsp;When you build the bridges, are you planning on building it a freeway, so that US93 will be freeway from Kingman all

Printed for Terry Haussler &lt;haussler@road.cflhd.gov&gt;

1

**Response to Comment C26-1**

Depending on the bridge type selected for the preferred alternative, the impact on views from the dam can be partially mitigated by coloring the concrete or painting the steel to blend with the surrounding environment.

**Response to Comment C26-2**

The U.S. 93 bypass will be a four-lane divided highway, consistent with existing improved sections of U.S. 93 from Las Vegas, Nevada, to Kingman, Arizona.

Boulder City, Nv. 89006 10-22-98 C27 page 1 of 2 pages

Subject: Bridge Bypass of Hoover (Boulder) Dam & Highway Bypass of Boulder City.

TO WHOM IT MAY CONCERN:

*Jerry Hausler*

Sirs:

C27-1 WILLOW BEACH ROUTE still remains BEST routing and is far cheaper and shorter in the "long run"! However, "apparently" the total building project is being split into two separate projects and will be built in two separate stages with different funding and brains for each project. TOTAL expense is of no interest it seems. Just do it this way. Right?

C27-2 #1 project is the "DAM BYPASS" via a new bridge. That seems to be the "priority". For that project, it seems that SUGAR LOAF MT. ROUTE is the better choice. Ok, get it done as soon as possible. Forget the difference of a combined project and cost efficiency. Takes too much concessions from too many hostile groups. To hell with efficiency. Just do the job. That is America today. OK, build the BRIDGE now. Let Boulder City go to hell with their problems until they get really in deep trouble with traffic and problems of change.

#2 project is the "BOULDER CITY BYPASS". That is on a "go to hell" basis for perhaps a 10 year delay yet. Perhaps by then, common sense will prevail and it will then be another 10 years before anything can be completed. Boulder City then at 20,000 population?? Where then will the bypass be? People have built all over the area?? Is there "brns" or "bodies" on the city council?? The cost will also be double or triple by that time. Right? Fine, I will be dead long before then. You "wizards" pay the bill. Then cry, "why did we wait so long", when it could have been done by all gas tax dollars years ago! 4-5 stop lights in 9 miles plus 35 MPH speed limits, etc. History!!

C27-3 This highway build and expansion project is for 4 lanes plus extra lanes for exit/entrance. A "huge cost" of this project that is getting no consideration. The cost of "traffic delay" during the many years building period. Police car at each end of the "delay area" already, pilot cars and a dozen flag men. Around the clock?? Add to this the thousands of trucks, cars and people that "sit" for ??? on a daily basis, waiting for their chance to go thru the "mess" of the building area. How many years of this takes place?? The entire route from Willow Beach exit to Railroad Pass will be effected!! Pleasant thought?? This is amounting to "big millions" of dollars when computed as to wages of drivers, salaried people, fuel & waste of time for all. Think on it. IF WILLOW BEACH ROUTE WERE USED, NONE OF THIS WOULD EXIST!!!!!! This equates to a "tremendous" amount.

### Response to Comment C27-1

See response to Comments C4-1, C4-2, C4-3, and C4-4 regarding the rationale for elimination of the Willow Beach Alternative.

See response to Comment B1-4, which discusses the rationale for concluding that the Boulder City/U.S. 93 Corridor Study is a separate project with independent utility.

### Response to Comment C27-2

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

See response to Comment B1-4.

### Response to Comment C27-3

Similar to the Willow Beach Alternative, construction of the preferred alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic will be minimized.

The Sierra Club and the Nat. Park Service are both getting entirely "too big" for their britches by their defiance of "man against wild creatures"!! Do we "destroy" all dams, no more cities, no more highways, etc., so we can give the land back to the "wilds"? Turtles & sheep really have no problem!! Use "under passes" for bleeding hearts. Timber wolves and coyotes cruelly kill other creatures!! Far better the hunters bullet and the millions of revenue it could generate rather than the cruel death by "exhaustion, hamstringing, & bleeding to weakness of falling. Then the wolf pack dives into the "soft" under the tail meat, & between the thighs meat and "eats the animal alive" as it kicks and groans its last breath. This is "humane"? This is the Sierra Club?? Oh--this is nature?? Then, no more doctors, medicine, hospitals. Let you Sierra Club members die that "natural death". What a blessing it would be to the common sense public! You people simply drop dead and let the rest of us use today & benefits. Your bleeding hearts are a farce in most instances.

Let the National Park Service listen up a bit too. Like the wolves in Yellowstone Park!! Crazy!! They are coming down from Canada without cost. Now they have hired "publicist" people to promote the good of their "wolf introduction project". Yes, the public is getting word of the wolves and are highly unhappy with it. Soooo---they try to cover their butts. Like the "let it burn" fire in Yellowstone a few years ago. 100 years or more to recover what was lost. Crazy!! Let "constructive harvesting" do the job and it is timber saved, or used and the landscape is quickly beautiful again. Not the horrid black tree stubs for decades to look at and no value gained at all. "Clear cut" if animal vegetation is needed. I see no brains at all in this "burn" crap. No soil cover, so "erosion" and stream, river pollution prevail. When is the soil to rebuild its water holding capacity, if "burn" is done?

C27-3

Now lets get to the Million Dollar toilets. Generally, local contractors do the job for 1/4 of the cost of Park Service paper work and contracts. Also those built below highwater levels. Floating toilets that a windstorm can easily destroy---no one knows where they are anyway & people, fishermen, etc., are not going to go miles out of there way when they need one. Dream on, but you will not change people that much. Simple to rent the toilets for the limited time they are used per year. Yearly changes are normal. How many lessons are needed? Simple arithmetic will give some simple and effective answers. Try it. The permanent ones get vandalized often and need rebuilding every 10-20 years. Rent-Right?

Back to the "bridge & bypasses". I am "closing my book" on this project. It has been "sadly" handled to date. Let the future unfold. It will not be completed in my lifetime and I will bet my life on that!! Gracious----I won't be much good after age 85 anyway will I?? I am 75 now. (smile) You young folk carry the ball. Your ballgame. Play it with wisdom.

However, I expect a lot of "paper work, politics, private interests, group interests, and odd balls". As the saying goes, "the past is a prelude to the future". Gracious--I hope not. 30 years since this project began via Arizona & Nevada planners. How foolish the delay has been. Ok, you people concerned---may I commend you to doing your best, sleep well at night and in the name of common sense & decency, give it good thought and effort. Bye!! Best wishes, Russel VandeBerg, P.O. Box 61589, Boulder City, Nv. 89006 (new address)

*Russel*

C29

Box 97  
Meadview, AZ 86444  
11 December 1998

Subject: Hoover Dam Bypass  
Draft EIS Statement

Central Federal Lands  
Highways Division, FHA  
555 Zang Street, Room 259  
Lakewood, CA 80228-1103

Attn: Mr. Terry Haussler  
Project Manager

Dear Mr. Haussler:

I was not able to attend any of the public  
hearings on the subject matter.

A copy of the Draft EIS Statement on the  
subject came to my attention.

I think U.S. 93 should go south of Boulder  
City and go to U.S. 95 directly, and go further on to meet I-15  
about M.P. 27 .

This would provide a faster route for thru  
traffic.

Sincerely yours,

*Fred Wilson*  
Fred Wilson

### Response to Comment C29-1

The Laughlin-Bullhead City Alternative, which provides an alternative route south of Boulder City using U.S. 95, does not meet the purpose and need of the project (see response to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9). Regarding the Willow Beach Alternative, see response to Comments C4-1, C4-2, C4-3, and C4-4. No alternative extending U.S. 93 to I-15 was ever developed, but it would fail to solve the traffic problems on Hoover Dam, similar to the Nelson/Cottonwood and U.S. 95/I-40 Alternatives that were studied (see EIS, Section 2.2).

C30

mark rosen, 08:06 AM 12/19/98, No Subject

Reply-To: "mark rosen" <markrosen@lvcm.com>  
 From: "mark rosen" <markrosen@lvcm.com>  
 To: <haussler@road.cflhd.gov>  
 Subject:  
 Date: Sat, 19 Dec 1998 08:06:46 -0800  
 X-Msmail-Priority: Normal  
 X-Mimeole: Produced By Microsoft MimeOLE V4.72.3110.3  
 Return-Path: markrosen@lvcm.com

C30-1

You need to consider expanding 95 and using 95 to 40 as a bypass. Less environmental impact on the canyon. 95 needs to be expanded anyway. At present it is a 2 lane highway death trap that needs to be divided. That alternative would be cheaper. Howard Booth has more deeply explored this option and you need to.

<!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
 <HTML>  
 <HEAD>

<META content=text/html; charset=iso-8859-1 http-equiv=Content-Type>  
 <META content="MSHTML 4.72.3110.7" name=GENERATOR>  
 </HEAD>  
 <BODY bgColor=#ffffff>  
 <DIV><FONT color=#000000 size=2>You need to consider expanding 95 and using 95 to 40 as a bypass.&nbsp; Less environmental impact on the canyon.&nbsp; 95 needs to be expanded anyway. At present it is a 2 lane highway death trap that needs to be divided. That alternative would be cheaper.&nbsp; Howard Booth has more deeply explored this option and you need to.</FONT></DIV></BODY></HTML>

Printed for Terry Haussler <haussler@road.cflhd.gov>

1

### Response to Comment C30-1

A U.S. 95/I-40 Alternative was considered and eliminated primarily because it would require motorists to drive an additional 70 miles, compared to the preferred alternative, from the U.S. 93/95 interchange in Nevada to Kingman, Arizona. This considerably greater distance would result in over \$2.3 billion in additional automobile and truck user costs being incurred over a 20-year period (see EIS Appendix B).

C34-1 WITH ITS APPROACHES IN THE AREA WOULD DEGRADE, DIMINISH, MINIMIZE AND OVERSHADOW THE HISTORICAL SIGNIFICANCE AND ACHIEVEMENT OF THE MAGNIFICENT AND MIGHTY HOOVER DAM.

C34-2 2. FROM THE DAM, U.S. 93 PASSES THROUGH A BUSY TRAFFIC - LIGHTED INTERSECTION AT THE CENTER OF BOULDER CITY AND THEN ON TO RAILROAD PASS AND LAS VEGAS. THE 9 MILE STRETCH BETWEEN THE GOLD STRIKE INN AND RAILROAD PASS HAS BECOME MORE LIKE A CITY EXPRESSWAY THAN A MAJOR HIGHWAY. AT THE CURRENT RATE OF DEVELOPMENT, IN 5 OR 6 YEARS IT WILL BE A BUSY CITY STREET WITH NO ROOM TO EXPAND OR RELOCATE. CONSEQUENTLY, A MAJOR BOTTLENECK IS DEVELOPING AND A DAM BYPASS BRIDGE WILL ONLY EXACERBATE TRAFFIC CONGESTION, POLLUTION, ACCIDENTS AND DELAYS.

C34-3 3. HIGHWAY PLANNERS ARE INHERENTLY SHORTSIGHTED AND, AS A RESULT, HAVE COST TAXPAYERS BILLIONS. TRAFFIC AT TIMES ON I-15 BETWEEN LAS VEGAS AND LOS ANGELES IS BUMPER-TO-BUMPER. THE PHENOMENAL GROWTH IN LAS VEGAS AND PHOENIX SHOWS NO SIGN OF SLOWING WHICH MEANS INCREASED TRAFFIC BETWEEN THE TWO CITIES. THE HOOVER DAM BYPASS PROJECT SHOULD BE DESIGNED TO HANDLE TRAFFIC SMOOTHLY FOR THE NEXT 100 YEARS.

C34-4 4. COMPARING ALTERNATIVES SHOULD BE REALISTIC, OBJECTIVE, ACCURATE AND FAIR WITHOUT BIAS OR LOBBYIST INFLUENCE - A PICTURE OF A BRIDGE SPANNING BLACK CANYON WITH HOOVER DAM IN THE BACKGROUND WOULD LOOK REAL NICE IN ONE'S RESUME ?? PROJECTED CONSTRUCTION COSTS ARE OBVIOUSLY NECESSARY AND IMPORTANT, BUT VALUES NEED TO BE ASSESSED TO THE INTANGIBLE BY-PRODUCTS OF A PROJECT. FOR EXAMPLE, THE RECREATIONAL VALUE OF A NEW HIGHWAY OPENING-UP A REMOTE SECTION OF LAKE MOHAVE OR THE DETERIORATION OF A CITY'S LIFE-STYLE.

**Response to Comment C34-2**  
See response to Comment B1-4.

**Response to Comment C34-3**  
The dam bypass will be designed to handle, at a minimum, the traffic volumes forecasted for 20 years after opening day (2027) and beyond (EIS Appendix A).

**Response to Comment C34-4**  
The Sugarloaf Mountain alignment, the preferred alternative, is only 1,500 feet south of the existing crossing at Hoover Dam. The new roadways leading up to the bypass bridge will require cutting, filling, and bridging through 3.3 miles of mountain and canyon terrain, but it will not open up access to new recreational areas. This project also will have no effect on Boulder City in terms of environmental or economic impacts.



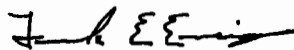

IN CONCLUSION, EACH YEAR THERE ARE MORE :

1. VISITORS TO HOOVER DAM
2. TOURISTS
3. BOATERS ON LAKE MEAD
4. RESIDENTS IN BOULDER CITY
5. BUSINESSES IN BOULDER CITY
6. TRUCKS TO AND FROM ARIZONA
7. CARS TO AND FROM ARIZONA

ALTERNATIVES 1, 2 AND 3 ARE UNACCEPTABLE AND NOT THE ANSWER. THEY DO NOT INCLUDE OR ADDRESS THE INEVITABLE IMPACT ON THE INFRASTRUCTURE, ENVIRONMENT AND HISTORICAL ATMOSPHERE OF BOULDER CITY. IT'S CONCEIVABLE THAT IN A MERE 15 TO 20 YEARS BOULDER CITY WILL HAVE STOP- AND - GO BUMPER-TO - BUMPER TRAFFIC WITH THE USUAL HOVERING BLACK CLOUD AND OBSCURE AND HAZY MOUNTAINS LIKE LAS VEGAS OR PHOENIX. HIGHWAY 93 AT HOOVER DAM SHOULD REMAIN AS IS. THE NO BUILD ALTERNATIVE SHOULD BE SELECTED AND ENFORCED.

IT BEHOOVES THE FHA, NDOT, ADOT, BUREAU OF RECLAMATION, PARK SERVICE AND THE FISH AND WILDLIFE TO BITE-THE-BULLET, JOIN FORCES AND RESOURCES AND COME-UP WITH A GOOD VIABLE FOUR LANE BYPASS BETWEEN U.S. 93 AND U.S. 95 SOUTH OF BOULDER CITY.

CONCERNED,

  
 FRANK E. ENSIGN  
 806 BUCHANAN BLVD.  
 NO. 115-340  
 BOULDER CITY, NV 89005

#### Response to Comment C34-5

See response to Comment C34-2 above. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

#### Response to Comment C34-6

See response to Comment C29-1. Identifying a viable bypass south of Boulder City is not the purpose of the Hoover Dam Bypass project.

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**Responses to the Public Hearing Transcript Comments**  
**Kingman, Arizona, October 13, 1998**



FEDERAL HIGHWAY ADMINISTRATION

HOOVER DAM BYPASS

HEARING

OCTOBER 13, 1998

KINGMAN, ARIZONA

Reported by: Christine Bemiss, CSR, RPR

(COPY)



*Foyelle & Associates*  
Certified Court Reporters

P.O. Box 508 • Lake Havasu City, AZ 86405-0508  
(520) 453-6760 • 1-800-854-4796 • FAX (520) 453-5948

S P E A K E R S

Robert Earl Kniffen	(Bridge Builder)
Charles Shull	(Concerned Citizen, Kingman)
JoElle Hurns	(Director of Laughlin Chamber of Commerce)
Patricia Tester	(Concerned Citizen, Kingman)
Sam Elters	(Concerned Citizen, Kingman)
Frank Jenkins	(Mohave County Transportation Commission)
Elaine Morrisette	(Concerned Citizen, Kingman)
Robert Morrisette	(Concerned Citizen, Kingman)
Larry Castillo	(Mohave County Transportation Commission)
Edith McFerrin	(Concerned Citizen, Kingman)
James McFerrin	(Concerned Citizen, Kingman)

FAYETTE & ASSOCIATES  
CERTIFIED COURT REPORTERS

1 KINGMAN, ARIZONA; TUESDAY, OCTOBER 13, 1998

2 5:00 P.M.

3 \* \* \* \* \*

4 D1

D1-1 5 MR. KNIFFEN: Well, I believe this Gold  
6 Strike one is the best because of traffic. It don't  
7 get in the way of all the tourists and everything  
8 that's there.

9 And I think that the only thing I would  
D2-1 10 like to see is the bridge being, maybe, 100 feet or  
11 200 feet higher than where it is now, the elevation  
12 of it. I think it would be a lot easier -- even  
13 though it costs more, I think it would be easier to  
14 put it down there than it would be closer to the dam.  
15 Trying to get all the material in and out down over  
16 by the dam is going to be quite a chore, you know.  
17 When it's right there, it would be pretty simple to  
18 get in.

19 I'd like to see the Gold Strike alternative  
20 go down through there. I think that will do it.

21 \* \* \*

22 D2

23 MR. SHULL: I feel that the Sugarloaf is a  
D2-1 24 bad alternative and that Gold Strike is much more  
25 viable in the fact that it takes it out of view of

FAYETTE & ASSOCIATES  
CERTIFIED COURT REPORTERS

## D1 Kniffen, Robert Earl

### Response to Comment D1-1

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

### Response to Comment D1-2

The height of the Gold Strike Canyon bridge is dictated by the elevation of the approach roadways. The profile of the bridge and roadways was set at the conceptual design stage to maintain acceptable grades while minimizing deep cuts, high fills, and numerous smaller bridges through the mountains and canyons.

Construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

## D2 Shull, Charles

### Response to Comment D2-1

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

1 the dam, for safety reasons, I guess.

2 \* \* \*

3 D3

4 MS. HURNS: About two years ago, Laughlin  
5 was approached by NDOT to discuss being considered as  
6 an alternative for the Hoover Dam Bypass. It was a  
7 quick, poorly publicized meeting, and I think that  
8 the buzz words were "hazard waste material" and  
9 "18 wheelers."

10 As a community, we discouraged the Laughlin  
11 and Bullhead City route as being considered because  
12 we didn't think we could provide safe passage for the  
13 trucks with our existing roadways, and we also didn't  
14 understand that there might be funds available to  
15 address those issues.

16 Basically, we thought that they were  
17 transferring one problem downstream to another  
18 community.

19 Since that time, we've learned that there  
20 are several sites being considered and that there's  
21 upwards of \$200 million available to accommodate the  
22 need.

23 Just six months ago, Laughlin asked to be  
24 reconsidered, if not for economic reasons at least  
25 for improvements to our highways. We understand

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CERTIFIED COURT REPORTERS



1 we've been eliminated for reasons that deal with the  
2 steepness of the grade in and out of our community,  
3 and, also, that it's 23 miles longer than the  
4 existing route.

5 We support a bypass to Hoover Dam and stand  
D3-1 6 ready in the future, if our alternative is to be  
7 considered.

8 When I say "we stand ready," I mean we  
9 stand ready to look at the environmental impact, the  
10 economic impact, and the financial impact that it  
11 would have on our area.

12 \* \* \*

13 D4

D4-1 14 MS. TESTER: I was just wondering if I will  
15 see this new road in my lifetime. I mean, they have  
16 been talking about this for 35 years, and how much  
17 longer are we going to have to talk about it before  
18 we start doing something about it? Are they going to  
19 have to wait for a major disaster before they will  
20 consider putting in new roads, like, you know toxic  
D4-2 21 waste, you know? Is that going to go into the water?  
22 I mean, we have to drink this water here. Are we  
23 going to have to wait until, you know, half the dam  
24 goes, you know, or contaminates the water before  
25 they'll do something.

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### D3 Hurns, JoElle

#### Response to Comment D3-1

For detailed discussion of the rationale for eliminating the LBA, please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

### D4 Tester, Patricia

#### Response to Comment D4-1

The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

#### Response to Comment D4-2

The possibility of chemical spills affecting water quality was discussed in Sections 3.4.2.2 and 3.4.3.2 of the DEIS. All three build alternatives would include strategically located settling basins, which function as chemical spill containment structures. Additionally, storm runoff from the bridge roadways would collect in these basins. All bridges over live water would have the potential to collect the "first flush" runoff volume from the bridge, as well as the spill volume that might be generated from a semi-truck tanker spill.

One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill from the bridge into Lake Mead contaminating this major public drinking water supply.

1 Well, I guess that's about it, you know. I  
2 just wanted to know if I was going to be able to see  
3 this road go in my lifetime. And I'm not that old  
4 yet.

5 Going through Laughlin is 30 miles further,  
D4-3 6 and they have to go down this steep grade, going to  
7 Route 68 to Laughlin, and then go up the steep grade  
8 going up the other way. And then Route 95 is only a  
9 two lane, and there's lots of traffic going there,  
10 lots of traffic, you know. Truckers won't do it.  
11 They won't do it. And 68 is bad, too. They said  
12 they're supposed to make that a four lane way down  
13 the mountain, and there's an awful lot of accidents  
14 on there, too. A lot of them burn up their brakes  
15 going down the mountain.

16 \* \* \*

17 D5

18 MR. ELTERS: Basically, I am in support of  
D5-1 19 the project, and I feel that the Sugarloaf  
20 alternative, being the cheapest and being that it  
21 offers better grades than the Gold Strike one, is  
22 probably the best alternative to go with.

23 I strongly believe that the No Build is a  
24 no option at this time, no viable option.

25 \* \* \*

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### Response to Comment D4-3

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

### D5 Elters, Sam

#### Response to Comment D5-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

### D6 Jenkins, Frank

#### Response to Comment D6-1

An overlook along the Nevada roadway approach to the bridge is not possible because the mountain above the existing Nevada switchback blocks the view (see EIS Figures 2-9, 2-10, 3-9, and 3-10). Another option would be to provide a shuttle bus parking area and allow pedestrians to walk to a viewing facility on or in the vicinity of the proposed Colorado River bridge; however, because of the rugged terrain, the proposed rock cuts (50 to 100 feet high) adjacent to the bridge, and the proximity of the Arizona-Nevada Switchyard, the only possible locations for a parking area would be either at the switchyard site, if the switchyard is removed, or approximately 1,000 feet west of the Colorado River bridge. This relatively long walk adjacent to a busy highway would discourage most travelers from stopping. There would also be Americans with Disabilities Act (ADA) compliance and safety issues to resolve.

Ten transmission towers and a hill between the end of the bridge and the dam would interfere with the view on the Arizona side. Similar to the Nevada side, a 1,200-foot-long, high through-cut (between 50 and 120 feet high) is proposed at the east approach to the bridge. Although the terrain 1,200 feet east of the bridge would allow construction of a parking area, this would complicate construction of a stormwater detention area that is

**D6**

MR. JENKINS: My suggestion is, they need a viewing area on the Arizona side and on the Nevada side, and they don't have it in their proposal.

\* \* \*

**D7**

MS. MORRISSETTE: I definitely am in favor of the Sugarloaf route, judging from what I read in all the comments made about it. That's it.

\* \* \*

**D8**

MR. MORRISSETTE: I feel the very same. The Sugarloaf route would be our choice, based on environmental cost and the money, time it will take for the project, versus the others.

\* \* \*

**D9**

MR. CASTILLO: On the Boulder Dam Bypass, I think we need to get that through just as soon as possible because the traffic there is just atrocious. And, really, we're afraid that someone is going to get killed or hurt seriously. There's already been several accidents there. Not only in the sense of safety, but its convenience for traveling without the holdups, that I think it's one of the most urgent projects we have.

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proposed in this location. Even if there were room for a parking area, visitors would not be likely to hike 1,200 feet along a busy highway to view Hoover Dam from the new bridge. Also, like the Nevada side, there would be ADA compliance and safety problems.

Despite these challenges, FHWA will study the matter during final design of the highway bypass to determine the technical feasibility of a separate viewing facility associated with the bridge. Further details of such a facility cannot be determined until design of the bridge and approaches is advanced beyond the current level. Details of how people would be conveyed to the viewing facility and evaluation of environmental impacts would be addressed in a separate project report and NEPA document if the construction scope exceeds the anticipated impacts addressed in this EIS.

**D7 Morrisette, Elaine**  
**Response to Comment D7-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

**D8 Morrisette, Robert**  
**Response to Comment D8-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment A1-1.

**D9 Castillo, Larry**  
**Response to Comment D9-1**

Assuming that funding becomes available and environmental clearances are obtained, construction will start on the bypass in 2002 and be completed in 2007.

\* \* \*

**D10**

MS. MCFERRIN: I feel that the dam should be built as soon as possible -- the bridge, not the dam -- I'm sorry, the bridge, as soon as possible -- due to the amount of traffic, it's a grave concern to me. I don't think this dam or bridge that we have now was built to anticipate the amount of traffic that's over it now.

I personally like the Gold Strike Canyon route. I think that it's safer having it out of sight of the dam so that people aren't stopping to look at the dam, and I don't feel the impact is that much greater. I mean, it is greater, but not that much greater.

\* \* \*

**D11**

MR. MCFERRIN: We have lived in the Kingman area for over 30 years. We've seen the traffic increase over Hoover Dam, during those 30 years, probably 20 times the amount there was when we started. I do not believe the Hoover Dam can withstand that much traffic. I would like to see an alternative bridge started as soon as possible.

I favor the Gold Strike Canyon, even though

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## **D10      McFerrin, Edith**

### **Response to Comment D10-1**

Assuming that funding becomes available and environmental clearances are obtained, construction will start on the bypass in 2002 and be completed in 2007.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

## **D11      McFerrin, James**

### **Response to Comment D11-1**

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the most severe impact on desert bighorn sheep and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

1 it will be the more expensive route, as far as money.  
2 I feel that it would be less impact on the animals  
3 and the beauty of the terrain. And if I get voted  
4 down on Gold Strike, then I go for Sugarloaf.

5 Thank you.

6 \* \* \*

7  
8 (Whereupon, the hearing concluded at  
9 8:00 p.m.)

10 \* \* \* \* \*

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C E R T I F I C A T E

I, Christine Bemiss, CSR, RPR, do hereby  
certify:

That the foregoing proceedings were taken by me  
in shorthand and thereafter transcribed under my  
direction;

That the foregoing nine (9) pages contain a true  
and correct transcription of my shorthand notes so  
taken.

I further certify that I am not interested in  
the events of this action.

WITNESS my hand this 20<sup>th</sup> day of October,  
1998.

Christine Bemiss  
Christine Bemiss, CSR, RPR

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**Responses to the Public Hearing Transcript Comments**  
**Boulder City, Nevada, October 14, 1998**





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1  
2 ORIGINAL  
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6 HOOVER DAM BYPASS PROJECT  
7

8 PUBLIC HEARING FOR DRAFT  
9 ENVIRONMENTAL IMPACT STATEMENT  
10  
11  
12  
13

14 PUBLIC COMMENTS  
15

16 WEDNESDAY, OCTOBER 14, 1998  
17

18 5:00 P.M.  
19

20 Community College of Southern Nevada  
21

22 700 Wyoming Street  
23

24 Boulder City, Nevada  
25

Reported by: SHAWN E. OTT, CCR No. 577

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2

I N D E X

COMMENT OF

PAGE

DON WORKS

3

RICHARD L. BENTON

3

RALPH L. HUGHES

4

ROBERT SHANNON

6

WADE STUCKEY

6

ED UEHLING

6

ANONYMOUS

7

MRS. BERMAN

8

RUSSELL VANDEBERG

8

ANONYMOUS

11

JOHN FLOYD

11

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3

1 BOULDER CITY, CLARK COUNTY, NEV, WED., OCT. 14, 1998

2 5:00 P.M.

3 -ooo-

4 D12

5 DON WORKS: Don Works. I'm a Reno  
6 resident born and raised in Nevada, and I think the  
7 dam is a good thing, but I don't really like the fact  
8 that it's so close to Boulder City and they're going  
9 to be hauling nuclear disposal through the town. So  
10 if they could move it down a little ways to  
D12-11 Searchlight it would be good. It's a great idea  
12 because there could be an accident on the dam and who  
13 knows what could happen, and if they are hauling  
14 nuclear stuff across the dam now, it could also get  
15 into the water system in which you guys do drink out  
16 of it and dump your stuff, thinking of it. I don't  
17 understand that. So that's about it.

18 D13

19 RICHARD BENTON: Richard L. Benton, 104  
20 Graham Court, Boulder City. I believe that the  
21 Sugarloaf Mountain alternative would be the best way  
22 to go. It's already cost much more than it took to  
D13-23 build the dam just in looking at the problem by our  
24 many bureaucratic government facilities, much more  
25 than it needed to be. What we need to do is get the

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## D12 Works, Don

### Response to Comment D12-1

The highway drainage system in the area near the dam on the Nevada side of the river flows off the edge of the road, down the canyon face, onto the Nevada power house roof, and into the Colorado River. In the event of a serious spill, in addition to potential water pollution issues, materials spilled on the road would drain off the road into the Nevada power house, possibly resulting in powerhouse damage or destruction. The proposed project will remove trucks carrying these materials from the dam crossing and provide a straight, four-lane highway crossing on new alignment that will reduce potential spill risks.

A spill containment system is proposed for the build alternatives. The purpose of the system is to isolate and collect spilled material at the site and convey the material off the bridge for containment. This system will be developed during the design phase of the project.

## D13 Benton, Richard L.

### Response to Comment D13-1

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment A1-1.

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4

1 job done, make a decision and get the job done. I  
2 know that's difficult for bureaucrats to do, but it  
3 can be done. It will cost more than the dam like the  
4 gift shop and overview did, and I think that it's  
5 about time it gets done.

6 One bad spill on that dam will just  
7 annihilate the lower Colorado, cause international  
8 problems with Mexico, and we have wasted too much  
9 time already, and if you greedy little people in  
10 Boulder City who think they're going to make a nickel  
11 from some tourist stopping at their store should not  
12 even be considered or listened to. Let's get the job  
13 done. Thank you, citizen, voter and concerned.

D14

D14-1 15 RALPH HUGHES: Ralph L. Hughes. I came  
16 out tonight to kind of look over the alternatives and  
17 see what possible negative part there could be to  
18 it. I can't seem to find any. The congestion at the  
19 dam has gotten worse and worse. I have been here 30  
20 years and use the route numerous times, and in the  
21 last few years, it is just been atrocious. It's  
22 anywhere from an hour to 40 minutes to get across, go  
23 over the nine miles from the top on the Arizona side  
24 to come this way.

25 Also I feel like we've just been leading a

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#### D14 Hughes, Ralph L.

##### Response to Comment D14-1

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6. One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill from the bridge into Lake Mead contaminating this major public drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

Comparing existing topography along the approaches of the alternative bridge alignments, it would be most practical to construct a west-end parking lot and walkway to a viewing facility on or in the vicinity of the Promontory Point bridge. The Promontory Point bridge is more conducive to accommodating a viewing area of the dam than the Sugarloaf Mountain bridge (compare Figures 2-5, 2-6, and 2-7 with Figures 2-9 and 2-10 in the EIS, and see response to Comment D6-1). The Promontory Point bridge is also 500 feet closer to Hoover Dam and has no intervening transmission towers to block views of the dam.

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1 charmed life not having an accident down there or  
2 something serious happening. There's been so many  
3 times that we've come within just an eyelash of  
4 losing a tanker over the edge of one of them curves.  
5 Truck lose its brakes and crash into those tourist  
6 crowds on top of the dam.

7 I think the bypass is really what we need,  
8 and I really like the one above the dam. I think it  
9 will be become a tourist attraction in itself. That  
10 suspension bridge, I think that will become a  
11 landmark in its own right. People will be coming  
12 from around the world just to look at the bridge, and  
13 if they put a viewpoint at each end of those bridges  
14 there, that's going to be another drawing card, I  
15 think.

16 I've been in construction for 40 years,  
17 and I really like the idea of the upstream bridge  
18 mainly because they don't have to do nearly as much  
19 work on the approaches to the bridge. There's not  
20 that much land and keeping the wildlife disturbances  
21 at a minimum. Environmentally and aesthetically, I  
22 think it's a very pleasing project on the Promontory  
23 bridge approach. That's all I have to say.

24 / / /

25 / / /

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**D15**

1 ROBERT SHANNON: Robert Shannon. I would  
2 like to see the Promontory Point Alternative as the  
3 bridge to cross over. I think it's more feasible as  
4 far as cost and the fact that you don't have to  
D15-15 drive -- you'll avoid a lot of the same traffic going  
6 to the dam, and the trucks will have an easier time  
7 crossing over without slowing you up on the other  
8 alternatives. That's all.

**D16**

10 WADE STUCKEY. Wade Stuckey. I'm a  
11 resident of Henderson, Nevada. I'm interested in the  
12 bridge going up and going up union, and out of the  
D16-13 ones I saw, I think the Promontory Point would be the  
14 more feasible one, better for the tourist industry.  
15 And I prefer the cable suspension bridge. That's  
16 about all I can tell you. That's what I prefer.

**D17**

18 ED UEHLING: My name is Ed Uehling. My  
19 main concern is the design of the bridge and the  
20 visual impact it will have on the dam. The dam is a  
21 valuable national treasure. It has a specific  
22 architecture to it. The visitors center that was  
D17-123 constructed clashes with that -- with that  
24 architecture and it defaces the dam, in essence,  
25 defaces this national treasure, and it would be a

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**D15 Shannon, Robert**

**Response to Comment D15-1**

The reasons for identifying the Sugarloaf Mountain alignment as the preferred alternative rather than the Promontory Point alignment are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

**D16 Stuckey, Wade**

**Response to Comment D16-1**

The reasons for identifying the Sugarloaf Mountain alignment as the preferred alternative rather than the Promontory Point alignment are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

**D17 Uehling, Ed**

**Response to Comment D17-1**

Construction of the preferred alternative (or the Promontory Point Alternative) will have an adverse effect on Hoover Dam due to the introduction of visual elements that are out of character with the landmark. As required under Section 106 of the NHPA, FHWA consulted with the Nevada and Arizona SHPOs and entered into a PA with the SHPOs, the federal ACHP, and other parties committing to measures that will mitigate the adverse visual effect. Those measures will be adopted in the ROD for this project.

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1 tragedy if the bridge also acted in the same  
2 capacity, to trash the design, the architecture, the  
3 heritage of this incredible building, incredible  
4 structure that exists here.

5           So in conclusion, if you can't find a  
6 designer that's going to do an art deco 1930s  
7 industrial-type structure, then clearly the best  
8 alternative is to have it as far away from the dam as  
9 possible where it can't be seen, where it doesn't  
10 pollute the visuals and the architecture and the  
11 heritage of the dam.

**D18**

12  
13           ANONYMOUS: Well, I object to the  
14 Promontory bridge from the aesthetic viewpoint, extra  
15 mileage and it's more dangerous than the bridge  
16 because trucks could go off both sides and fall into  
17 the lake. My objection to the Sugarloaf Mountain  
18 would again take away from the bridge, and I think  
19 you would have danger of motorists stopping on the  
20 bridge or slowing down to view the bridge at night --  
21 I mean, the dam at night when it's lit up.

22           And I suppose I would prefer the Gold  
23 Strike Canyon, but I understand that the road is very  
24 steep compared to the others, and if I had my way, I  
25 would make it a toll bridge to get it completed and

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**D18 Anonymous**

**Response to Comment D18-1**

One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply.

Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass. The study assessed a toll crossing among other options (see EIS Section 2.9 and response to Comment C3-2).

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8

1 make the people who use it pay for it. Thank you.

2 **D19**

3 MRS. BERMAN. Berman. Really and

4 truthfully I'd like to have the one that's the least

**D19-15** 5 stress on the animals. That's the main thing. So

6 that's all I have to say.

7 **D20**

8 RUSSELL VANDEBERG: Russell Vandenberg,

9 Boulder City here. My thought here, I don't like any

10 of these locations as far as the best location, as

11 far as the best. As far as the one of the three

12 being considered, Sugarloaf Mountain looks by far the

13 better of any of the three. Keeps the lake free,

**D20-14** 14 keeps the bridge up in the air, and I see no problem

15 as far as any view is concerned. They whine and

16 moan. We see bridges all over. So that would be the

17 best of those three.

18 But my thought, we'll go right back to

19 Willow Beach crossing, north route, as far as the

20 best of all ideal routes. I know the Sierra Club is

21 fighting it like old Harry, and I know the park

22 service is unhappy with it, but who made the park

23 service? The people made it, and they can grant a

24 variance to put a highway across there just as damn

25 quick as they granted them permission to stop all

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## **D19 Mrs. Berman**

### **Response to Comment D19-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative partly because it has the least impact on desert bighorn sheep, peregrine falcons, and the desert tortoise. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

## **D20 Vandenberg, Russell**

### **Response to Comment D20-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment A1-1.

The Willow Beach crossing has been eliminated from further detailed consideration. After being compared to screening criteria, this alternative fell short in five important areas, thus eliminating it as a potential route (see Section 2.5 of the EIS and response to Comments C4-1, C4-2, C4-3, and C4-4). As explained in the EIS Executive Summary under Areas of Controversy, this route was eliminated from further consideration because it requires about 19 additional miles of new roadway, primarily through NPS land, and has substantially greater environmental impacts and higher construction costs.



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1 construction. A stroke of the pen will do it.

2 They've got millions of acres in  
3 California that they just set aside here a couple of  
4 years for these turtles, and the sheep, there is  
5 millions of acres out there for them. That little  
6 bit that the highway takes, no problem.

7 So the Sierra Club doesn't rate high in my  
8 book at all, a bunch of kooks and trust babies if you  
9 want my version of them. They want something to yap  
10 on and don't know half of what they're talking  
11 about.

12 The Willow Beach route is so simple. Look  
13 at the map is all you need to do, and you will see  
14 many miles saved from the present routes that are  
15 being proposed, and you multiply that by 10,000  
16 vehicles a day -- DOT says 14,000 cross the dam.  
17 This would still leave 4,000 tourists across the dam  
18 and 10,000 trucks and business people to take the  
19 shortcut route, saving many miles every day and  
20 cruising it at 60 miles an hour rather than a crawl  
21 or stopping for stop signs.

22 This present route through Boulder City  
23 will have five stop signs by the time it is in if  
24 they place one at Gold Strike, and they'll need  
25 another one on the exits down below. Now, even four

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1 stop signs in a nine-mile stretch of road from  
2 Railroad Pass to Gold Strike does not constitute a  
3 highway, an interstate highway. It constitutes a  
4 mess, and that's what Boulder City is right now, a  
5 mess.

6 So, okay, I realize that one bigger  
7 appropriation will be hard to get. Two smaller  
8 appropriations will probably fit the pie. So if it  
9 has to be the two smaller, certainly the Sugarloaf  
10 crossing is the ideal one to go for now, and then  
11 however they want to bypass Boulder City is another  
12 thing. I'll be dead long before that ever happens so  
13 there's no need for me to worry a great deal about it  
14 except it irritates me to see so much money wasted.

15 I understand this project began in 1960  
16 when the first talk was started with the Arizona and  
17 Nevada states, and surveys, evaluations done, if you  
18 add those together, the total cost of those surveys  
19 and evaluations will far exceed the cost of this  
20 present project. Had it been built 10, 15 years ago,  
21 it would have been built at half or a third the price  
22 is going to cost today. So how smart can we get,  
23 wait another ten years and let it cost double again?  
24 That's about the way it's going to happen unless some  
25 people get off their duff and get this thing done.

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11

1 End of story.

2 D21

3 ANONYMOUS: I'd like to state that I am a  
4 structural iron worker by trade with 25 years of  
5 experience. Speaking from the point of view of an  
6 experienced tradesman, I feel it's urgent that this  
D21-1 7 project get underway because there are still some men  
8 within my trade that have, in fact, worked on this  
9 very type of project. Most of them are retired and  
10 would volunteer to come out of retirement to assist  
11 in this type of project because of the nature of the  
12 project. In my opinion if we wait more than five  
13 years to do this, the availability of these  
14 personalities is going to be diminished because of  
15 the fact that they're getting old and they're dying.  
16 That's pretty much it.

17 D22

18 JOHN FLOYD: John Floyd, 798 Fairway  
19 Drive, Boulder City, Nevada. I have driven a truck,  
20 a 70-ton, across both ways. The last time I went I  
21 came through that way because I preferred it than  
D22-1 22 going over the dam, but even with the bridge, if it  
23 went that way, I think that would be the best. I  
24 don't think it's going to do ten cents worth of good  
25 because of the casinos because they want the truck

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## D21 Anonymous

### Response to Comment D21-1

The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

## D22 Floyd, John

### Response to Comment D22-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

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12

1 parking or they want the truckers' every nickel they  
2 can get. And if you go the Railroad Pass way now,  
3 there's 24 or 30 trucks there, and from there across  
4 the dam is probably the most dangerous road in the  
5 United States, partly because of their stoplight.  
6 But it wouldn't surprise me to see a stoplight on the  
7 freeway for Railroad Pass and the Gold Strike.  
8 That's all I got to say. I think it ought to go  
9 through Laughlin. The bridge would be a lot cheaper  
10 and that road's terrible and needs to be rebuilt  
11 anyway. Would kill two birds with one stone. Thank  
12 you.

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13

REPORTER'S CERTIFICATE

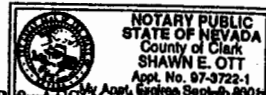
STATE OF NEVADA )  
                              ) ss  
COUNTY OF CLARK )

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

IN WITNESS WHEREOF, I have hereunto set my  
hand and affixed my official seal in my office in the  
County of Clark, State of Nevada, this 30<sup>th</sup> day of  
October, 1998

*Shawn E. Ott*

Shawn E. Ott  
CCR No. 577



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517 South 9th Street, Las Vegas, Nevada 89101

10/14/98

1

# ORIGINAL

BOULDER CITY  
CLARK COUNTY, NEVADA

In Re: )  
HOOVER DAM BYPASS PROJECT. )  
----- )

PUBLIC HEARING FOR  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Taken at the Community College of Southern Nevada  
Boulder City Campus  
700 Wyoming Street, Room 100  
Boulder City, Nevada

On Wednesday, October 14, 1998  
At 5:00 p.m.

Reported by: Teresa Lynn Dougherty  
CCR No. 365

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517 South 9th Street, Las Vegas, Nevada 89101

10/14/98

2

**D23**

1 Whereupon,

2 MR. ADAMS: This is Thomas W. Adams,  
3 2900 El Camino, Apartment 138, Las Vegas 89102.

4 Well I -- I'm just waiting on the bridge  
D23-1 5 to come through. I'd like to work on it. You  
6 know, give access to -- another access to Vegas.  
7 Anymore than that I'd be repeating myself.

8 **D24**  
MR. LEE: Jones Lee, 3850 Mt. Vista,  
9 Apartment 145, Las Vegas 89121.

10 I'd like to see it have a building  
11 because I commute back and forth from here. I work  
12 on the Venetian now, and every two weeks I go back  
13 to Albuquerque, New Mexico. Sometimes it's a  
D24-1 14 headache going across the bridge, either going back  
15 or coming back into Vegas.

16 And all the traffic that's in there and  
17 the people at the dam, to me it would be a good  
18 idea to build one of the three bridges.

19 And I like the one that's -- what's the  
20 name -- the promontory, the one that's further on  
21 top of the water, it's the longest, and I think  
22 that's the most second expensive I think.

23 The reason I like it is because like for  
24 us it would be more work for us because the  
25 construction is longer, and it would be safer for

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**D23 Adams, Thomas W.**

**Response to Comment D23-1**

Assuming that funding becomes available and environmental clearances are obtained, construction will start on the bypass in 2002.

**D24 Lee, Jones**

**Response to Comment D24-1**

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

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1 highway workers too because -- you know, I'm  
2 sure --

3 I think that is the best having to have  
4 a bridge and that's it.

**D25**

5 MR. ZIMMER: Ed Zimmer, 5530 Plainview  
6 Avenue, Las Vegas 89122.

7 Looking at the designs I feel Promontory  
8 Point would be probably the most advantageous. One  
9 significant thing is that the grades approaching  
10 the bridge aren't severe, would be beneficial to  
11 trucking passing through the area. They wouldn't  
D25-1 12 have the long grades to pull that they would have  
13 on the other two.

14 Also a bridge above the dam would  
15 preclude any possibility of erosion being a factor  
16 in the bridge because the lake -- if anything  
17 happened to the dam, the lake above the dam would  
18 empty out. Whereas below the dam there may be  
19 significant washing to erode footings and so forth  
20 of the base rock.

21 The cost of 204 million as opposed to  
22 198 million for Sugarloaf isn't in my estimation  
23 that significant.

24 I think the steel rib through arch would  
25 be more aesthetic and pleasing than the other

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## **D25 Zimmer, Ed**

### **Response to Comment D25-1**

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. Construction within the Lake Mead watershed would impact water quality. The Promontory Point Alternative would involve disturbing the slopes directly above Lake Mead during construction. Both during and after construction, sediment and other pollutants would enter the lake, increasing the turbidity levels.

In identifying the preferred alternative, there was not a concern about the potential for Hoover Dam failing and eroding or washing out a new bypass bridge downstream. The planned bridge crossing on the Sugarloaf Mountain alignment will be elevated 254 feet higher than the crest of Hoover Dam, 836 feet above the Colorado River, and anchored to the bedrock walls above Black Canyon.



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1 designs. I think that's the best choice.

2 And that's my opinion and sure

3 appreciate your thinking about them.

**D26**

4 MR. REMENTERIA: John Rementeria, 1514

5 Sandra Drive, Boulder City 89005.

6 My principal concern is that all three

7 of the alternates -- and each one has its own

8 merit, but each and every one of these alternates

9 requires the closing of the roadway over the dam,

10 and I think that should be left open to tourists.

11 I've heard these little snatches of

**D26-1** 12 rumors that the dam will be closed to the public

13 and closed to tourists and only be open for

14 government official use for government events and

15 functions and their families.

16 And I feel that part is not correct. I

17 feel that leaving the dam open for tourists and

18 small normal size vehicles no larger than a station

19 wagon is fine.

20 And then I could accept any one of the

21 three proposals, but right now all three proposals

22 require that the dam traffic be stopped. I think

23 that is wrong and improper.

**D27**

24 MR. THOMPSON: Larry Thompson, Kingman.

25 To me, from City of Kingman, this is my

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## **D26 Rementeria, John**

### **Response to Comment D26-1**

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project.

10/14/98

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1 town. I buy my groceries here and everything. I  
2 go to Henderson to buy my lumber. Everything I buy  
3 is right here. I've got a PO box over here even,  
4 but this is irrelevant.

5 What I'm getting ready to say is the way  
6 we got it planned here and what I see, the trucks  
7 are still going to have to come through part of the  
8 town, and the noise, everything is going to be  
D27-19 still there. Why don't they cut in and go down  
10 south of the town by the airport and go out that  
11 way.

12 Now I'm going to tell you what this is  
13 going to do. It's going to bring all of the trade  
14 from Meadview, Dolan Springs, and the people from  
15 around the lake over there on this side, all of  
16 them cut right on through coming over here anyway,  
17 and going to build their trade up in town.

18 This will be the last place they can get  
19 gas cheap or anything else. And it will save the  
20 people over there money even for buying their  
21 groceries right here rather than going to Kingman.

22 I think it would be a better deal if  
23 they went through down below the town and coming in  
24 by Willow Beach. This is just my idea, and I  
25 really think it would build the town up. It's

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## D27 Thompson, Larry

### Response to Comment D27-1

The Willow Beach crossing has been eliminated from further consideration. After being compared to screening criteria, this alternative fell short in five important areas, thus eliminating it as a potential route (see Section 2.5 of the EIS and response to Comments C4-1, C4-2, C4-3, and C4-4). As explained in the EIS Executive Summary under Areas of Controversy, this route was eliminated from further consideration because it requires about 19 additional miles of new roadway, primarily through NPS (Section 4[f]) land, and has substantially greater environmental impacts and higher construction costs.

See response to Comment B1-4.

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1 going to bring traffic and trade as far as cars,  
2 but the big trucks and people that don't have use  
3 for this will be bypassed.

4           And 93 is going to be the NAFTA trade  
5 route. I don't want my town messed up. Like I  
6 said, this is home. Let's keep it home. I want  
7 the business in here, but I don't want all this  
8 extra stuff like the big trucks and all.

9           Go out on the highway and drive 20 miles  
10 in either direction, and you'll see what I mean.  
11 The highways are tore up bad enough. That way once  
12 we keep the scenic route it would be a halfway  
13 decent route.

14           Between here and the dam there's at  
15 least two herds of the long horn sheep. I think  
16 it's the most beautiful thing in the world. I  
17 don't want them disturbed. They can't say we're  
18 tearing up a habitat going the other way.

19           I want somebody to understand what I'm  
20 trying to say as well as for me just to sit here  
21 and talk through my hat. I know what I'm doing. I  
22 went out and looked these places over, so I know  
23 what we're going through.

24           The next place if we can't get it that  
25 way we'll have to go to Sugarloaf. My best one

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1 would be to bypass the town because of all the  
2 truck traffic and stuff. The truck is not going to  
3 stop anyway. Why have them coming through the  
4 town.

5 We can take it off the record now.

6 MR. SPURLOCK: <sup>D28</sup> Robert Spurlock, 901  
7 South Boulder Highway, #143, Henderson 89015.

8 It's my belief that the upstream portion  
9 of the dam has been forever altered by 700 feet of  
10 water and 7 million visitors a year. Whereas  
D28-1 11 downstream is still relatively wild territory and  
12 unchanged. For that reason, Promontory Point is  
13 the only acceptable alternative in my opinion.

14 MS. BURGER: <sup>D29</sup> Sue Burger, 1457 Rawhide  
15 Road, Boulder City 89005.

16 I'm for it. I work at the dam. I can  
17 see firsthand what the traffic problems are, not  
18 only for the truck drivers but for tourists  
19 visiting the dam and for those people crossing from  
D29-1 20 Nevada into Arizona and vice versa.

21 One concern is environmental impact.  
22 Seeing how the big horn sheep have adjusted to the  
23 road that's been there for some 60 years now, I  
24 would imagine they're going to adjust to that too.  
25 It's nothing to go to work in the morning and see

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## D28 Spurlock, Robert

### Response to Comment D28-1

The reasons for identifying the Sugarloaf Mountain alignment rather than the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. The Sugarloaf Mountain route, being only 1,500 feet south of the dam, also passes through a landscape heavily altered by construction of the dam, with numerous electrical transmission towers and lines, substations, and roadways.

## D29 Burger, Sue

### Response to Comment D29-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for its selection.

The preferred alternative includes four underpasses for bighorn sheep, as well as two bridges and two overpasses that will be designed to encourage safe sheep crossings of the U.S. 93 bypass.

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1 the sheep along the side of the road eating. They  
2 don't look like they feel threatened.

3 Basically I'm for it, and I just hope it  
4 can be done in the most efficient way with the  
5 least impact to the environment. I guess that's  
6 it.

**D30**

7 MS. BLACKWELL: Charlene Blackwell, 132  
8 Forest Lane, Boulder City 89005.

9 I think they should scrap the present  
D30-1 10 dam project and have all the truck traffic go down  
11 through Laughlin.

**D31**

12 MR. WHELAN: Tom Whelan, 701 Elm Street,  
13 #18, Boulder City.

14 Let's see, I understand that the primary  
15 reason to build these bridges is for safety, that  
16 one of the safety issues is the traffic itself.  
17 But a future safety issue is going to be the  
D31-1 18 transportation of not only hazardous waste but  
19 possibly nuclear waste.

20 Therefore it is my suggestion that the  
21 bridge should be as far downstream as it can  
22 possibly be. My suggestion would be Laughlin. If  
23 we could take this all the way to Mexico, that's  
24 really where the hazardous waste and nuclear waste  
25 should be crossing the Colorado River because it

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### D30 Blackwell, Charlene

#### Response to Comment D30-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

As discussed in EIS Section 2.5 and in response to Comment C7-12, NDOT determined that a commercial truck ban on the dam is infeasible with no existing practical alternative crossing. The crossing through Laughlin adds 23 miles to the trip from Las Vegas to Kingman, compared to the bypass crossings near the dam.

### D31 Whelan, Tom

#### Response to Comment D31-1

Please see response to Comment C7-9 for a discussion comparing the near-dam crossings with a Laughlin crossing relative to the potential impact of a hazardous material spill in the waters of the Colorado River. The conclusion is that a major spill at the Laughlin crossing could cause contamination in Lake Havasu, with the potential to affect millions of people being much greater than a similar incident further upstream in Lake Mohave. The CAP and the Colorado Aqueduct originate on this stretch of the river, and both are major water suppliers to metropolitan areas in southern Arizona and southern California.

The LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam Bypass (see response to Comments B1-2 and B1-5).

NDOT has begun preparation of an environmental study for the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the "Boulder City/ U.S. 93 Corridor Study" is completely independent from the Hoover Dam bypass in terms of its purpose and need, as well as its potential social and environmental impacts.

10/14/98

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1 would jeopardize the least amount of our water  
2 resource if there was an accident.

3 If the issue is safety, none of these  
4 three options make any sense to me, because they  
5 would jeopardize at least the Mojave if not the  
6 Lake Mead Reservoir. Let's move this thing as far  
7 downstream as we possibly can.

8 I understand the bridge in Laughlin  
9 would cost somewhere around 35 to 40 million.  
10 These bridges are around 200 million. Laughlin  
11 wants this bridge and wants the traffic to come  
12 through their town because they are in an economic  
13 slump.

14 Let's make sure the communities along  
15 the river benefit and that we respond to the  
16 interests and needs of those communities when we  
17 make this decision.

18 If any of these three bridges are built,  
19 it will turn Boulder City into a median strip  
20 between two freeways because NDOT will build a  
21 bypass around Boulder City. That bypass will cut  
22 us off from our back door which is a recreation  
23 area and turn it into a four lane international  
24 freeway.

25 That will destroy the property values of

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1 many of the people who live in Boulder City on that  
2 side of town, and it will destroy the aesthetic  
3 value of the town and many of our opportunities for  
4 capitalizing on our greatest resource which is the  
5 fact that we're in a beautiful place surrounded by  
6 open desert, and we are right up next to a  
7 recreation area.

8 Please move the bridge south. Thank  
9 you.

10 \* \* \* \* \*

11 (The proceeding concluded at 8:00 p.m.)  
12  
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517 South 9th Street, Las Vegas, Nevada 89101

10/14/98

11

REPORTER'S CERTIFICATE

STATE OF NEVADA )  
COUNTY OF CLARK ) ss.

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

IN WITNESS WHEREOF, I have hereunto set  
my hand in my office in the County of Clark, State  
of Nevada, this 29<sup>th</sup> day of October,  
1998.

*Teresa Lynn Dougherty*

Teresa Lynn Dougherty  
CCR 365

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**Responses to the Public Hearing Transcript Comments**  
**Las Vegas, Nevada, October 15, 1998**



10/15/98 LAS VEGAS

1

# ORIGINAL

HOOVER DAM BYPASS PROJECT

PUBLIC HEARING FOR DRAFT  
ENVIRONMENTAL IMPACT STATEMENT

PUBLIC COMMENTS

THURSDAY, OCTOBER 15, 1998

5:00 P.M.

Clark County Government Center  
500 South Grand Central Parkway  
Las Vegas, Nevada

Reported by: SHAWN E. OTT, CCR No. 577

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517 South 9th Street, Las Vegas, Nevada 89101

10/15/98 LAS VEGAS

2

I N D E X

COMMENT OF

PAGE

BILL HORDAN

3

GEORGI CODY

3

DOUG POLLOCK

6

ANONYMOUS

8

PAT QUINN

10

NICHOLAS M. HUGHES

11

DENNIS LACHASE

13

ATTACHMENT

Miscellaneous documents re Hoover Dam  
Bypass through Laughlin

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10/15/98 LAS VEGAS

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1 LAS VEGAS, CLARK COUNTY, NEV, THURS., OCT. 15, 1998

2 5:00 P.M.

3 -ooo-

4 **D32**

5 BILL HORDAN: Bill Hordan. I'm a resident  
6 of Las Vegas. I use the highway to Arizona, and  
7 something needs to be done whether it's any one of  
8 the alternatives. We need to do something  
9 immediately to improve the flow of traffic across the  
10 Colorado River. Looking at the displays, I think the  
D32-1 11 Sugarloaf Mountain route has a lot of advantages.  
12 You would have two man-made wonders close together.  
13 The people visiting the dam would have an opportunity  
14 to see a spectacular bridge crossing the canyon, and  
15 it looks to me like it has the best location in  
16 relationship to the dam and the view of the dam.  
17 Let's hurry up and get something constructed.

18 **D33**

19 GEORGI CODY: Good Evening. For the  
20 record, my name is Georgi Cody and I am here tonight  
21 on behalf of the Nevada Motor Transport Association,  
D33-1 22 a statewide membership organization representing the  
23 motor carrier industry in Nevada. I would like to  
24 begin by commending the Project Management Team for  
25 their excellent Draft Environmental Impact Study.

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## D32 Hordan, Bill

### Response to Comment D32-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for its selection.

Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard. However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

## D33 Cody, Georgi

### Response to Comment D33-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative and the LBA.

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1 The DEIS provides a clear and concise picture of the  
2 problems associated with the current route over the  
3 Hoover Dam. Problems, I might add, the trucking  
4 industry has long been aware of.

5 US93 is a major commercial route between  
6 Arizona, Nevada and Utah. It is also a significant  
7 segment of a major NAFTA route between Mexico and  
8 Canada. The trucking industry faces this narrow,  
9 winding, steep, congested section of US93 daily and  
10 knows first-hand its dangers and potential for  
11 disaster.

12 We have carefully reviewed the information  
13 provided in the DEIS and agree with the Team's  
14 conclusion that each of the three recommended build  
15 alternatives -- Promontory Point, Sugarloaf Mountain  
16 and Gold Strike Canyon are viable options. The No  
17 Build Alternative is, in our estimation, not an  
18 alternative at all. Ignoring a problem of the  
19 magnitude of that which currently exists would be  
20 beyond merely foolhardy or unwise -- it would be  
21 courting disaster.

22 The problems associated with the current  
23 Hoover Dam crossing will not go away; they will only  
24 increase over time. We were glad to read in the DEIS  
25 that the Laughlin-Bullhead City option has been

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1 studied and rejected as a build alternative.

2 The trucking industry opposes this route  
3 because of the high cost associated with diverting  
4 truck traffic 23 miles and concerns over road  
5 safety. The DEIS rightly concludes this route does  
6 not address the critical needs of the Hoover Dam  
7 Bypass Project. Simply put -- it would provide a  
8 poor alternative, not a solution.

9 Based on the information contained in the  
10 DEIS, the Nevada Motor Transport Association has  
11 concluded the Sugarloaf Mountain Alternative to be  
12 the most attractive of the three build alternatives.  
13 This decision is based on road geometrics, cost,  
14 noise impacts, and other factors. We are however  
15 cognizant of the potential problems each of the  
16 alternatives presents to wildlife and cultural  
17 resources in the area. We await further details on  
18 the full impact of whichever of the build  
19 alternatives is selected. We hope any adverse  
20 impacts may be avoided or minimized.

21 US93, as currently located, can no longer  
22 adequately handle the 12,000 vehicles, including  
23 automobiles, recreational vehicles and commercial  
24 vehicles which cross the Hoover Dam each day. The  
25 dam reached its traffic capacity seven years ago.

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1 The route is congested, dangerous and vulnerable to  
2 damage. It is time to move ahead to find solutions  
3 and to work together to meet the challenges of  
4 providing a safe alternative to the US93 Hoover Dam  
5 crossing.

6 As a final note, along with a copy of my  
7 comments here today, I would like to provide you a  
8 copy of the Hoover Dam Bypass Resolution adopted by  
9 the Nevada Motor Transport Association on October  
10 5th, 1998. This resolution has been sent to each  
11 member of the Nevada Congressional Delegation and to  
12 Governor Bob Miller. The resolution supports the  
13 advancement of the Hoover Dam Bypass as a Federal  
14 High Priority Project with future costs coming from  
15 the National Corridor Planning and Development  
16 Programs and the Federal Lands Highway Program.

17 I'd like to thank you for this opportunity  
18 to provide our comments to you here tonight.

19 **D34**

20 DOUG POLLOCK: My name is Doug Pollock.  
21 A, all the departments involved in building the  
22 bridge should get together, the Department of  
D34-1 23 Reclamation, the Bureau of Parks and Recreation, the  
24 DOT, Department of Transportation. Money was  
25 utilized for something that was not necessary at

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#### D34 Pollock, Doug

##### Response to Comment D34-1

The Nelson Alternative, utilizing the Nevada 165 corridor and U.S. 95, was evaluated and eliminated from further consideration primarily because it would require construction of about 12 miles of new roadway causing greater environmental impacts and at higher cost. For example, it would impact approximately 491 acres of Section 4(f) land in the LMNRA (see EIS Section 2.5 and Table 2-1).



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1 Hoover Dam, the parking lots, that could have gone to  
2 building a bridge. The Department of Parks and  
3 Recreations have created a restricted area in the  
4 area that they want a bridge or the government has.

5 At this point what would be feasible for a  
6 bridge, because it can break at the points that they  
7 want if that dam should break, they should put a  
8 longer span like Nelson which at one time was a  
9 washed out marina. There was a marina in 1974 that  
10 was washed out. The government can reconstruct that  
11 wash, rebuild the marina, put a bridge over there,  
12 and everybody will derive revenue from it. The  
13 State, the citizens of Clark County, the State of  
14 Nevada will derive use from the marina and the bridge  
15 and tourism will derive use of the marina and the  
16 bridge and also will increase tourism to Clark County  
17 and the State of Nevada.

18 Also in '83 there was an -- sometime in  
19 the early '80s, there was an overflow at Hoover Dam.  
20 The overflow took it, but when they were built in the  
21 '30s, they were very thick stainless steel. They are  
22 now paper thin. Also the dam has cracking, cannot  
23 take the abuse of the heavy traffic over it. Since  
24 the contract has expired or whatever it was with  
25 Southern Cal Edison, the government has not kept the

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1 dam up to the condition of what it should be. That's  
2 my input.

3 And all of these people should get  
4 together and find a way that's feasible that the  
5 users can have and also that the states will derive  
6 and the government will derive for care. There  
7 already is a road existing to Nelson, been there for  
8 years. So all they have to do is cut. Up to two  
9 townships north of the road of Nelson are not a  
10 restricted area. Anything further than that north is  
11 a restricted area.

12 Now, they're going to create a conflict  
13 and say we want to go through a restricted area that  
14 was designated restricted ten years ago. That's  
15 hypocritical. This is a lot of baloney. This could  
16 have been solved 20 years ago.

17 **D35**

18 ANONYMOUS: Not even given Bullhead City a  
19 chance at the new truck route that could come down  
20 the Arizona side and go over the Davis Dam on a  
21 brand-new four-lane 163 that dumps off on Highway 95  
D35-1 22 and heads north to the Railroad Pass through  
23 Searchlight, and Garth Frainer, who has built 90  
24 percent of the highways in the State of Nevada, will  
25 give you a contract for \$1 million a mile for

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**D35 Anonymous**

**Response to Comment D35-1**

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

Moving the crossing downstream essentially increases the risk of impacting water for millions of people located in southern Arizona and California. If a spill were to occur at the Laughlin crossing, the potential for impacting the water for several aqueducts located downstream becomes greater (see response to Comment D31-1).

The USFWS has stated that the LBA would affect critical habitat for the desert tortoise, and increased traffic in the area would result in substantial direct and indirect impacts to the tortoise. Furthermore, the LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam bypass (see response to Comments B1-2 and B1-5).

See response to Comment B1-4, which discusses the rationale for concluding that the Boulder City/U.S. 93 Corridor Study is a separate project with independent utility.

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1 blacktop paving. And it's 60 miles, so you are  
2 talking \$60 million.

3           And if they wanted to use the old Davis  
4 Dam route, they could build a new bridge in between  
5 Davis Dam and the new Laughlin bridge for the trucks  
6 and also put locks there that would rise, and if a  
7 chemical truck spilled into the Colorado River, they  
8 could close the locks at Davis Dam, shut the water  
9 off, raise the locks, lower the new bridge and get  
10 the pumps and trucks in there and pump it all out and  
11 nothing would go down the Colorado River and  
12 contaminate real drastic such as mercury or  
13 radioactive material, which if this stuff spills in  
14 the new bridge that they're talking about or from  
15 Boulder Dam, it's going into the river, and who knows  
16 what will happen from that point.

17           And as far as the environmentalists are  
18 concerned, there is no sheep in the area of the  
19 Bullhead Road and there's no tortoises. Tortoises  
20 don't get within 1500 feet of the highway. There is  
21 proven statistics here, and, yes, it is 23 miles  
22 farther, but Laughlin needs a shot in the arm, and  
23 this traffic would definitely do it, and the state  
24 would receive many taxes from the casinos' profit and  
25 also the sale of diesel fuel for the truckers that

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1 they would purchase there if it was available, which  
2 would consequently pay for this \$60 million highway  
3 expansion in a short time.

4 And the people in Boulder City are  
5 definitely against the trucks coming into their town,  
6 and now with this new bridge that you propose, you  
7 are directing it right into the back of Gold Strike  
8 Inn which is a casino, and if nobody knows it by now,  
9 Mr. Ensign, our congressman, has a piece of the Gold  
10 Strike Inn along with Mr. Bellomy and also owns the  
11 Railroad Pass. Well, how sweet it is to have all the  
12 trucks coming into the back door of your casino.

D36

D36-1 14 PAT QUINN: My name is Pat Quinn. And  
15 first on the record I would like to say it's a shame  
16 they didn't use the Willow Beach bypass that was  
17 engineered 25 years ago, but of the three options  
18 currently available, there is no doubt that Gold  
19 Strike Canyon route is the only one to really take.  
20 It would be less cumbersome to traffic during  
21 construction, and it is already bad enough coming  
22 across the dam the way it is, and I just think it  
23 seems like the most direct route and will give the  
24 people new vistas to see as they travel down through  
25 into Arizona. I guess that's about it.

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### D36 Quinn, Pat

#### Response to Comment D36-1

The construction of a bridge on the Willow Beach alignment is not an acceptable alternative. As explained in the EIS Executive Summary, this route was eliminated from further consideration because it requires about 19 additional miles of new highway construction, resulting in substantially greater environmental impacts – most notably impacts to Section 4(f) lands (public park and recreational areas) – and higher costs. See response to Comments C4-1, C4-2, C4-3, and C4-4.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

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D37

D37-1

NICHOLAS M. HUGHES. My name is Nicholas M. Hughes. That Gold Strike, to me, that's the only way to go. Just like he said, in the first place you are not going to disturb the rest of the roads up there on construction when they're constructing it, see, and that isn't the concern that I'm thinking about. I'm thinking about a lot shorter distance, and you are not -- on each end of the 93 going clear over to those other two roads going over to Gold Strike Hotel, you have got a big long stretch there where those two roads are running together right there, and that's a terrible delay. I was across that road, oh, about two months ago, and right after I left Gold Strike Inn, I got bumper to bumper with traffic, and I was just oozing along, oozing along, a foot at a time until I got down -- you know where that road turns off to go to that lake, you know, Observation Point, you know what I'm talking about, it turns to the left and goes off? When I got to that point, I turned around there immediately and came back through Boulder City and went to Railroad Pass and on down to Searchlight and Laughlin and then I went into Kingman from that way.

I have occasion to go to Kingman a lot. I

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### D37 Hughes, Nicholas M.

#### Response to Comment D37-1

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative shortens the distance between the U.S. 93/95 interchange in Nevada and Kingman, Arizona, by less than 1 mile when compared to the Promontory Point and Sugarloaf Mountain Alternatives (see EIS Table 2-1). Hence, the difference in distance is negligible.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

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1 have got property over in Mohave County, and I've got  
2 property at Searchlight. You know, it's terrible to  
3 get slowed down with that tourist traffic, you know,  
4 where you have got all sightseers. I think either  
5 one of those, especially that thing that has a bridge  
6 across the lake, I think that's the most ridiculous  
7 one, and you are going to be congested with traffic  
8 going up to where it leaves the present highway, and  
9 you're going -- when you get back on the Nevada side,  
10 you are going to get back with that congestion on the  
11 Nevada side from that warehouse on to Gold Strike.

12 And I think the only way to go is to take  
13 that Gold Strike route. It is going to cost a little  
14 bit more for tunnels and whatnot, but it saves time,  
15 it's going to be shorter and it solves the problem.  
16 You don't get into that congestion up there on either  
17 side of the dam. That's about all I have got to  
18 say.

19 I am just very much against those other  
20 two routes, very much against those other two  
21 routes. I know one of the national parkman I was  
22 talking to there, they seem to favor that one just  
23 below the dam, but that doesn't solve the problem  
24 like that Gold Strike route, see. I am emphatically  
25 against those other two routes, and I'm going to

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1 write -- beside what you are taking, I'm going to  
2 write my opinions down and mail it in.

3 **D38**

4 DENNIS LACHASE: My name is Dennis  
5 Lachase. I live at 605 Spyglass Lane, Las Vegas,  
6 Nevada. One, this thing should have been in 15 years  
7 ago. I asked the environmental people what's  
8 happening to the environment when they have several  
9 thousands of cars backed up hours and hours every day  
10 in both directions. To put it in, it would whisk  
11 people through the area in 10, 15 minutes instead of  
12 keeping them there three, four hours. I think this  
D38-1 13 is long, long overdue.

14 I did write something down on this comment  
15 sheet here. This project is 20 years too late,  
16 should have been done in the '70s when they first  
17 proposed it. Due to three, four-hour delays on going  
18 across the dam the environment suffers more than what  
19 they're doing. And the more they procrastinate and  
20 delay, the longer it's going to -- the worse it's  
21 going to get.

22 We are getting more and more tourists into  
23 town every year, so the jam is getting worse and  
24 worse. They have stopped me from going fishing down  
25 at Willow Beach. Used to go down there after work.

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### D38 Lachase, Dennis

#### Response to Comment D38-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

See response to Comment B1-4.

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14

1 Now you have to take an all-day trip. End of  
2 statement.

3 The No. 2 is supposed to be the least  
4 environmentally impact, and it can be used or  
5 installed the quickest, which I think would alleviate  
6 this major problem that they have. Just going to  
7 move the bottleneck up to Boulder City. I think that  
8 will help. Let's get it in and get it going.

9 Let's get the road accesses to and from it  
10 so that we can move people through here, because  
11 they're mostly tourists. They're not locals, and  
12 when the locals get involved in this, we have places  
13 to go and people to see and things to do, and we  
14 can't do that. It's easier now to drive down to  
15 Laughlin and go across the bridge up through Kingman  
16 and then get on the freeway, go that way, than it is  
17 to sit there now and go across the dam. It's 28  
18 miles farther also.

19  
20  
21  
22  
23  
24  
25

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15

1 REPORTER'S CERTIFICATE

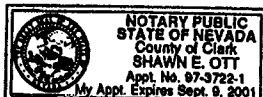
2  
3 STATE OF NEVADA )  
4 ) ss  
5 COUNTY OF CLARK )

6 I, Shawn E. Ott, Certified Shorthand  
7 Reporter, do hereby certify that I took down in  
8 Stenotype all of the proceedings had in the  
9 before-entitled matter at the time and place  
10 indicated and that thereafter said shorthand notes  
11 were transcribed into typewriting at and under my  
12 direction and supervision and that the foregoing  
13 transcript constitutes a full, true and accurate  
14 record of the proceedings had.

15 IN WITNESS WHEREOF, I have hereunto set my  
16 hand and affixed my official seal in my office in the  
17 County of Clark, State of Nevada, this 30<sup>th</sup> day of  
18 October, 1998

19  
20  
21 Shawn E Ott  
22

23 Shawn E. Ott  
24 CCR No. 577

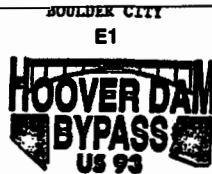


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**Responses to the Comment Sheets Received  
During or After the Public Hearing**





DEIS Public Hearing October 1998

Comment Sheet

Your Name: John H. Agnew

Your Address: HC 37 Box 973

KINGMAN, AZ 86413

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: ONE OF THE THREE PROPOSED  
ROUTES SUGAR LOAF MT. IS THE MOST REASONABLE  
BECAUSE.

1. OF THE THREE ROUTE IT WOULD COST  
THE LEAST TO BUILD

2. IT WOULD TAKE THE SHORTEST ROUTE

3. WOULD TAKE THE LEAST TIME IN  
CONSTRUCTION 4 YRS 7 MONTHS APPROX.

4. WOULD BE A SAFER ROUTE THEN  
PROMONTORY POINT. BECAUSE BEING BELOW  
THE DAM ANY ACCIDENTS OR FALLING DEBRIS  
WOULD NOT FALL BEHIND THE DAM.

5 & 6 LOCATED WHERE IT IS 0.3 MILES BELOW  
THE DAM IT WOULDN'T INTERFERE WITH  
RAFTING OR HIKING, ETC. & THE COLDNESS  
OVER

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E1-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. Because the bridge length over water is shorter for the Sugarloaf Mountain Alternative than the Promontory Point Alternative, there is less of a chance for spilled materials or falling debris from the bridge to enter the water. It is proposed to install a spill containment system on the bridge to collect and contain pollutants in the event of an accident. The system would collect the material and convey it to settling basins off of the bridge. The system would also collect roadway pollutants from storm runoff.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

Your comments: OF THE WATER. INHIBITES  
GROWTH OF PLANTS & WILD LIFE

E2

KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Carol S. Anderson, Mohave County Supervisor Dist I  
 Your Address: PO Box 7000, Kingman AZ 86402  
Phone: 520-753-0722

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? I think I am on mailing list.

☒ Yes ☐ No

Your comments: I prefer the Sugarloaf Mountain Alternative, then the Goldstrike Canyon alternative. Both are better than Promontory Point due to visual impact, but more importantly, safety. If there was an accident on the Promontory Point bridge, after construction, the spilled material would contaminate the Lake & possibly upper parts of the Lake, as well as downstream. This potential risk is reduced with the 2 proposed crossings located below the dam. Post-wise, I prefer Sugarloaf Mountain. I also prefer the "Stubler Bridge" more for "looks" & compatibility to era, & design of the Dam. It's long overdue!! Do "Design-Build"

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

*Thank You  
Carol S. Anderson*

### Response to Comment E2-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment E1-1 above, which explains some of the reasons that the Promontory Point and Gold Strike Canyon Alternatives are not preferred.

FHWA will continue to serve as the lead agency for construction of the U.S. 93 bypass. One of the project delivery options considered by FHWA was the "design-build" method. Under this method, the new bridge could conceivably be built faster because construction can commence sooner, during the design process, rather than later, as under the traditional process which is "design-bid-build." However, the need for consultation with a Design Advisory Panel during the engineering phase to ensure historic compatibility of design elements with the NHL makes design-build infeasible.

BOULDER CITY  
E3



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Giles C. Andersen  
Your Address: Box 60865  
Boulder City, NV 89006

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

E3-1

Your comments: "Sugarloaf" is, to me, the best, by far,  
of the three choices available now.  
Hwy 95 would be better yet, if possible.

Giles Andersen

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E3-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.



BOULDER CITY  
E4



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert D. Austin

Your Address: 400 Arizona St - Boulder City 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: The presentation of alternates was excellent.

E4-1

It was apparent that the Goldstrike Canyon alternative would be the most desirable because construction activity would be well removed from existing roads, facilities and Hoover Dam - Hoover greater costs due to rough landscape, and steeper grades, resulting in trucks companies' objections, could be negative factors -  
"No Adjust"  
A do-nothing alternative is ridiculous - the problem will grow and grow -  
All alternatives have desirable features and advantages -  
perhaps total cost will be the determining factor -

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E4-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

The Gold Strike Canyon alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

BOULDER CITY  
E5

DEIS Public Hearing October 1998

## Comment Sheet

Your Name: RL BENTONYour Address: 104 GRAHAM CT  
BOULDER CITY NJ 89005If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

ES-1 Your comments: IT IS MY OPINION THAT THE SUGARLOAF  
MOUNTAIN PLAN WOULD BE THE BEST ROUTE. THERE  
IS ONE CONSIDERATION ON THAT ROUTE THAT MUST  
BE ADDRESSED. THAT WOULD BE THE MANY MANY  
TOURISTS THAT WOULD STOP/SLOW DOWN TO TAKE  
A PICTURE OF THE FRONT OF THE DAM. SOME  
PROVISION MUST BE MADE FOR THIS PROBLEM  
I ALSO THINK ANY CROSSING SHOULD BE A TOLL  
ROAD. IT WORKED WELL FOR THE GOLDEN GATE BRIDGE  
AND WOULD WORK WELL HERE.  
I ALSO THINK THAT ANOTHER 30+ YEARS OF  
LOOKING AT THE PROBLEM IS ABSOLUTELY UNNECESSARY  
GET ON WITH THE JOB AND GET IT DONE !!!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (RPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

## Response to Comment E5-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the new bridge would create a safety hazard. Providing scenic overlooks with views of the dam on the Nevada or Arizona approaches to the Sugarloaf Mountain bridge is infeasible due to the roadway being cut into the mountain on both sides of the bridge, with no space for parking areas, and rock walls blocking the lines of sight (see EIS Figures 2-9, 2-10, 3-9, and 3-10). However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (see EIS Section 2.9). The study assessed toll crossings and other financing options. A toll facility would require legislative action by both states and is not supported by NDOT or ADOT.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: LEONARD E. BLAKESLEY, JR.

Your Address: P.O. Box 12075

MARINA DEL REY, CA 90295

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments:

AS A MAJOR PROPERTY OWNER IN  
MONTAVE COUNTY, I WOULD LIKE TO  
RECEIVE THE FULL EIR REPORT,  
INCLUDING ALL MAPS, AND ALL FUTURE  
UPDATES!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E6-1

The author has been added to the permanent mailing list for the U.S. 93 Hoover Dam Bypass Project.

BOULDER CITY  
E7



DEIS Public Hearing October 1998

Comment Sheet

Your Name: MARGE BLOCKLEY

Your Address: 301 YUMA COURT  
Boulder City 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: *I would vote for The Gold Strike Canyon Alternative - as it will have little effect on views from Hoover Dam - & The other proposals would really have adverse visual impacts. I really would prefer that trucks travel over the bridge at Laughlin - There is a difficult traffic situation on Highway 93 in Hemenway Valley where cross traffic must "wait for a break" in the high speed flow of two-way traffic before entering 93, and even longer to turn left onto 93.*

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E7-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass in terms of its purpose and need, as well as its potential social and environmental impacts. In discussions with EPA concerning the cumulative impacts of the Hoover Dam bypass, they concluded that the dam bypass does not result in direct, indirect, or cumulative socioeconomic impacts related to Boulder City (personal communication, Dave Carlson, EPA, February 11, 1999).

Boulder City

E8



DEIS Public Hearing October 1998

Comment Sheet

10/14/98  
Boulder City, NV

Your Name: Wm Blockley

Your Address: 301 YUMA CT  
Boulder City NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: WOULD YOU PLEASE SEND ME THE  
INTERIM <sup>20 YEAR</sup> USER COSTS FOR THE THREE  
ALTERNATIVE ROUTES BEING CONSIDERED FOR  
THE HOOVER DAM BYPASS PROJECT. THIS INFOR-  
MATION SHOULD HAVE BEEN INCLUDED IN THE  
DEIS. WILL IT BE INCLUDED IN THE REVISED  
DRAFT?

E8-1

AFTER WE HAVE THIS INFORMATION  
& CAN EVALUATE IT WE CAN GIVE OUR  
OPINION ON OTHER FACTOR ASSOCIATED  
WITH THIS SERIES OF PROPOSALS

Wm. Blockley

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

#### Response to Comment E8-1

Projected 20-year user costs were calculated for each of the three build alternatives and the No Build condition. Total user costs were aggregated from five independent cost categories: capital cost, vehicle-use costs, cost of time, cost of accidents, and maintenance costs. As stated in the EIS, the U.S. 93 Hoover Dam bypass would be completed in 2007; therefore, the 20-year user costs are calculated for the period from 2007 to 2027.

The analysis resulted in a determination of the 20-year user costs for each alternative, as follows:

• No Build	\$1,247,750,000 (5.5 miles)
• Promontory Point	\$ 654,380,000 (4.0 miles)
• Sugarloaf Mountain	\$ 608,320,000 (3.7 miles)
• Gold Strike Canyon	\$ 621,090,000 (3.6 miles)

All of the alternatives are considered to begin at a point 1,000 feet east of the Hacienda Hotel (Nevada) and end at Milepost 1.2 (Arizona). Specific distances of alternatives are shown in parentheses above.

A detailed explanation of the user cost analysis, including the approach and assumptions, is presented in Appendix B of the FEIS.

BOULDER CITY

E9



DEIS Public Hearing October 1998

Comment Sheet

Your Name: PAUL BOLTON

Your Address: \_\_\_\_\_

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

E9-1 Your comments: SUGARLOAF MOUNTAIN is The preferred alternative in my opinion because it has the minimum impact on the environment, it is the least costly and it is the least obtrusive, visually, in the Hoover Dam Area (It offers a spectacular view of Hoover Dam!) The steel or concrete deck arch is more aesthetically appealing than the steel suspension type of bridge construction. The "no-build" alternative is not acceptable. Something must be done to safely handle the existing and future increased traffic on Rte 93. We must hope that completion in 2007 is not too late to prevent a tragedy (ies) to life and irreparable damage to the environment and, particularly, the Colorado River water resources. Construction should start ASAP - 1999? Can the red tape be eliminated!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E9-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility. See response to Comment E2-1 regarding the design-build approach.

BOULDER CITY  
E10



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Layne Brandhagen, Kimley-Horn and Associates  
Your Address: 1003 Geneva Avenue  
Henderson NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments:

E10-1

#2 Sugarloaf Mountain alternative  
appears the best from an  
engineering/operational standpoint.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E10-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

BOULDER CITY

E11



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RICHARD J. BRAVO

Your Address: 1573 BETHUNDA DUNES DRIVE  
BOULDER CITY, NV 89005-3649

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: PLEASE SEE ATTACHED TABLE WHICH ATTEMPTS  
TO PROVIDE A BASIS FOR DELETING THE GOLD STRIKE  
CANYON ALTERNATIVE FROM FURTHER CONSIDERATION.

Response to Comment E11-1

Please see response to Comment C3, which is Mr. Richard Bravo's detailed October 25, 1998, letter and attached table entitled: *Reasons to Discontinue Consideration of the Gold Strike Canyon Alternative for the Hoover Dam Bypass.*

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.



# THE REASONS TO DISCONTINUE CONSIDERATION OF THE GOLD STRIKE CANYON ALTERNATIVE FOR THE HOOVER DAM BYPASS

A Targeted Review of the Hoover Dam Bypass Draft Environmental Impact  
Statement and Section 4(f) Evaluation Dated 9/14/98

Prepared by Richard J. Bravo  
rbravo@anv.net

ITEM	REFERENCE	PAGE	COMMENT
Project Cost		ES-2 ES-3	The Gold Strike Canyon Alternative (GSCA) cost estimate is 5.4% higher than that for the Promontory Point Alternative (PPA) and 8.8% higher than the Sugarloaf Mountain Alternative (SMA) estimate.
Project Construction Period		2-17 2-31 2-32	Although the GSCA construction requires as much as 8 years, all three alternatives are planned for completion in 2007. GSCA is not likely to be completed before 2008. The Table 3-22 figures on page 3-114 do not seem to be consistent with the 5 and 5-8 year figures used elsewhere.
Noise	Table ES-1	ES-4 3-13 3-14 4-1 6-25	Only the GSCA causes a substantial increase in operational noise level (more than 15dBA) under FHWA, NDOT and ADOT noise abatement policies. This noise level exceeds standards.
Habitat previously undisturbed	Table 3-13	3-27	GSCA disturbs 3.4 times as much previously undisturbed habitat as does PPA and 3.8 times as much as does SMA.
Cliff Habitat	Table 3-13	3-27	GSCA affects 3.0 times as much critical cliff habitat as does PPA and 9.1 times as much as does SMA.
Biological Resources	Table ES-1 Table 3-13	ES-4 3-27	The GSCA disturbs 18 times as much desert wash habitat as does the PPA and 37 times as much as does SMA.
Biological Resources	Table ES-1 Table 3-14	ES-4 3-29	The GSCA causes the loss of 1.5% more marginal desert tortoise habitat than does PPA and 9.2% more than does SMA.
Biological Resources	Table ES-1 Table 3-14 Table 3-15	ES-4 3-29 3-30	The GSCA impacts 2.2 times as much bighorn sheep lambing habitat as does PPA and 2.75 times as much as does SMA. Three times as many sheep water resources are disrupted by GSCA as by either other alternative.
General Habitat concerns	Table 3-13	3-27	The general quality of the habitat affected by GSCA is much higher than that affected by either PPA or SMA.
Developed Acreage	Table 3-18	3-80	The total developed acreage is 15% less for GSCA than for PPA and 7% less than SMA. This would seem to favor the GSCA, however the quality of the GSCA acreage is much higher (see above).

ITEM	REFERENCE	PAGE	COMMENT
Water Resources	Table ES-1	ES-4	GSCA has the greatest potential for construction impacts.
Cultural Resources	Table ES-1	ES-5 3-48 3-49 3-68	Both PPA and SMA are claimed to have adverse effects on the historical visual setting of Hoover Dam, while GSCA does not. The DEIS states that only the SMA visual impact can be mitigated by the use of suitable design and materials. It seems obvious that the PPA visual impact can be mitigated by the same techniques that would be used for the SMA. These visual effect opinions were given more than eight years ago and they should be critically re-evaluated. There is no way to mitigate the visual effect that the GSCA would have on Gold Strike Canyon. Regardless of the alternative selected, the new facilities will be visible from at least one viewpoint.
Cultural Resources	Table ES-1	ES-5	Five historic features eligible for, or listed in, the NRHP are potentially impacted by GSCA versus four for either PPA or SMA.
Section 4(f)	Table ES-1 Table 6-1	ES-5 6-7	1.48 times as much 4(f) land is impacted by GSCA as is by PPA. 1.22 times as much 4(f) land is impacted by GSCA as is by SMA.
Visual Resources	Table ES-1	ES-5	Only the GSCA would forever alter the view of Gold Strike Canyon. There are no other geothermally active canyons like Gold Strike below the Grand Canyon, and maybe above it as well.
Recreation Resources	Table ES-1	ES-5	Only the GSCA would close the Gold Strike Canyon hiking trail for 5-6 years. It would also result in a bridge that, in itself, is not likely to be a tourist attraction.
Fills in Waters of the U.S.	Table 3-16	3-31	The required temporary and permanent fills for GSCA are much higher than for either PPA or SMA.
Roadway Profiles		3-37	Only 29% of the GSCA roadway has a grade less than 3%, compared to 80 to 90% for PPA and SMA. This typically increases erosion.
Water Quality		3-37 3-38	Because of the steep slopes involved, GSCA is felt to have the greatest potential for impacting live water quality from erosion both during construction and under operational conditions.
Archeological Sites		3-50 4-2	Both the PPA and SMA APEs have two archeological sites, the GSCA APE has none. Unavoidable adverse impacts will occur at these sites.
Cultural Resource Effects, Mitigation Measures	Table ES-3	ES-10	There are five historic features endangered by the construction of the GSCA, and four each for PPA and SMA. Some mitigation of this danger, other than SHPO consultation, needs to be implemented.

ITEM	REFERENCE	PAGE	COMMENT
Land Use/section 4(f) Effects, Mitigation Measures	Table ES-3	ES-11, 3-15	Only GSCA requires the installation of a 7000-foot-long noise barrier to even approach compliance with federal and state noise abatement policies. It is not clear whether the considerable cost of this barrier is included in the \$215 million cost estimate for GSCA.
Visual Resource Effects, Mitigation Measures	Table ES-3	ES-11	No coloring of concrete or steel will allow the highway to blend in with the natural scenic beauty of Gold Strike Canyon.

10/14/98/RJB



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Jerry Cannon  
Your Address: 406 54th Ave Tucson 85701

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments:

E12-1

Prefer Sugarloaf Mountain alternative  
least cost -  
built where environment already damaged  
good fit for new bridge  
can be made to be visually compatible  
Road grade reasonable

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E12-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

The EIS concludes that the new bridge on the Sugarloaf Mountain alignment would dramatically alter the view of Black Canyon from the dam (Section 3.7.2.2). However, this view and the surrounding environment in this existing road corridor are already disturbed by the numerous electrical transmission towers and lines crossing the canyon immediately south of the dam (see EIS Figures 3-9 and 3-10). Depending on the bridge type selected, the impact on views from the dam can be mitigated by coloring the concrete or painting the steel to blend with the surrounding environment.

The profile grade for the Gold Strike Canyon Alternative is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

BOULDER CITY  
E13



DEIS Public Hearing October 1998

Comment Sheet

Your Name: GREGORY CARLTON  
Your Address: 2190 EAST VIRING RD  
LAS VEGAS, NV 89109

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I believe that the project  
is a very worthwhile undertaking and therefore  
deserves to have the best quality workmanship  
available in this area. Dollars for dollars the local  
unions provide superior experience as well as  
quality control. In hiring the number of people who  
will utilize the bridge and the safety factor,  
it is my opinion that the local unions should  
work this project. In addition, their members  
are local residents, and/or homeowners in the  
area, and the money expended on this project  
will be returned to the local economy.

E13-1

Response to Comment E13-1

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

BOULDER CITY  
E14



DEIS Public Hearing October 1998

Comment Sheet

Your Name: COOPER, DANIELA

Your Address: 512 CINDER TREE LN.

BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: SUGARLOAF BRIDGE SEEMS, TIME TO BE  
THE BEST ALTERNATIVE IN EVERY RESPECT. THE SOONER  
IT COULD BE BUILT THE BETTER.

BEING AN EX-GUIDE AT THE DAM IT WOULD  
SEEM MANDATORY TO BUILD SAFE INTERCHANGES  
ON THE NEVADA AND ARIZONA SIDES SO THAT PEOPLE  
WHO WANT TO GO TO SEE THE DAM CAN DO SO

BRIDGE  
BUILD THE BRIDGE FOR ALL TRUCKS AND FOR ALL  
PEOPLE WHO CANNOT OR DO NOT WANT TO TAKE  
A TOUR OF THE DAM, BUT KEEP THE EXISTING  
ROAD ACROSS THE DAM USABLE FOR THOSE  
PEOPLE WHO WANT TO SEE THAT GREAT ENGINEERING  
PROJECT — GO FOR IT —

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E14-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Detailed traffic analysis will be completed during final design to determine whether at-grade crossings or grade-separated interchanges are required to accommodate the expected volumes of vehicles exiting to or returning from the dam crossing.

BOULDER CITY  
E15



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ANDREW N. DENISON  
Your Address: H.C. 37 Box 966 KINGMAN  
AZ. 86413

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: I VOTE FOR THE SUGARLOAF  
OPTION.

(1) GETTING THE COAST GUARD INVOLVED  
MEANS MORE DELAY AND MORE COST  
FOR THE PROMONTORY POINT OPTION

(2) THE LONG 6% GRADES OF THE  
GOLD STRIKE OPTION ARE A REAL  
NEGATIVE. WE DO GET ICE HERE  
ON OCCASION AND LIVES WILL BE  
LOST. THE 1/2 MILE 6% GRADE  
ON THE SUGARLOAF OPTION ISN'T  
TOO BAD. AN EFFORT SHOULD BE  
MADE TO MINIMIZE IT HOWEVER.

(3) THE SUGARLOAF IS THE CHEAPER  
OPTION

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E15-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Unlike the Promontory Point Alternative, the preferred alternative will utilize a clear-span bridge requiring no structures in navigable waters and avoiding a Coast Guard permit (see EIS Section 3.3.3.1, Waters of the United States).

The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

BOULDER CITY  
E16



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JACK & MARILYN DOTY  
Your Address: Box 60304  
Boulder City NV 89006

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? ✓ No

Yes No

Your comments: In our opinion the Promontory Point bridge would detract from the overall look of the dam. It will lose its identity.

The Gold Strike Canyon Alternative is far too expensive and has more impact on wildlife.

The Sugarloaf Mountain Alternative is the least expensive, appears to be the straightest and shortest road. From it there is still a view of the dam. How can there be any question but that Sugarloaf should be the wisest selection.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E16-1

As discussed in the EIS Section 4(f) Evaluation, FHWA and NPS determined that construction of a bridge at the Promontory Point crossing location would result in Hoover Dam being adversely affected by alteration of the historic views of the dam from U.S. 93 and that these visual impacts cannot be mitigated. Regarding the Sugarloaf Mountain Alternative, the adverse visual effect can be mitigated by application of measures stipulated in the PA. The measures developed with the SHPOs to mitigate the visual effects of the bridge on the dam are discussed in the FEIS (Section 3.5) and will be adopted in the ROD for this project.

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon alignment has the most substantial impact on desert bighorn sheep lambing habitat and movement corridors (see EIS Section 3.3 and Table 3-14). It would impact over two times as many acres of lambing habitat as the next most damaging alternative, the Promontory Point alignment.



BOULDER CITY  
E17



DEIS Public Hearing October 1998

Comment Sheet

Your Name: William Edwards

Your Address: 600 Ave C

Boulder City NV. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

E17-1 Your comments: SUGARLOAF - the way to go

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

### Response to Comment E17-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: DARRELL FAGG  
 Your Address: 6901 E. LAKE MEAD BLVD #113 D  
LAS VEGAS NV. 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: I WOULD LIKE TO SEE THE  
GOLD STRIKE CANYON STEEL ARCH BRIDGE.  
TRAFFIC ON HOOVER DAM IS UNREAL.  
ALSO IT WOULD BE NICE FOR THE CONTRACT  
TO GO TO A UNION CONTRACTOR.

THANK YOU

Darrell Fagg

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E18-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

E19  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Bobbie Fitzgibbons  
Your Address: Box 38 Box 566, Lee Canyon  
Mt. Charleston, NV 89124

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: My concerns are: Impact to Trout  
fishing below the dam. So against the  
Baldstrike Canyon Bridge - That's where the  
best fishing is and has been for 45 years.  
Noise concern is very high in the  
Canyon below the dam also. Environmental:  
There would be less noise in Promontory  
Point were chosen. I do not feel that  
Promontory Point would effect the view  
that much to be able to see Hoover Dam.  
My second choice would be Sugarloaf  
Mountain for the same reasons as  
stated above.

E19-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E19-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. Building the Gold Strike Canyon Alternative would result in a permanent noise increase of approximately 26 decibels on the A-scale (dBA) along the canyon trail from highway traffic on the new route. With noise barriers, the projected noise level increase can be reduced to 20 dBA above existing conditions; however, this still represents a "substantial increase" under FHWA and NDOT abatement policies.

Although the Promontory Point alignment is 500 feet closer to the dam than the Sugarloaf Mountain crossing, the project noise study concluded that there is no discernable difference between these alternatives in term of their noise impact in the vicinity of the dam and visitor's center (see EIS Section 3.2.2.2). The Sugarloaf Mountain Alternative would result in a 5 dBA noise level increase over existing conditions at the raft put-in below the dam, but this increase is not significant and is well below the federal and state standard.

One of the primary reasons the Promontory Point Alternative was not selected as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

E20  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Mr. Pat Fitzgibbons

Your Address: HCR 38, Box 566

Lee Canyon, Nevada 89129

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? did receive.

Yes No

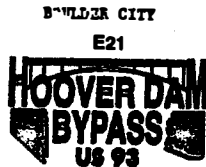
Your comments: Concerned about Gold Strike Canyon Alternative due to effect on the environment. Also on fishing - boating on the river. Would prefer Promontory Point or Sugarloaf. Have been fishing - boating on the river below Hoover Dam for 44 years. Also concerned about noise of traffic after the bridge is completed.

E20-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E20-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative, and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon alignment has the most substantial impact on the environment, especially desert bighorn sheep lambing habitat and movement corridors (see EIS Section 3.3 and Table 3-14). It would impact over two times as many acres of lambing habitat as the next most damaging alternative, the Promontory Point alignment. Also, see EIS Section 3.2.2 and response to Comment E19-1 for discussion about the substantial noise impact of the Gold Strike Canyon Alternative.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Dan Gibson

Your Address: 1346 Denver St.

Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: See me reason why the  
Sugarloaf route should not be  
utilized using the concrete cable-  
stayed bridge. The location does  
not appear to affect the visual  
aspect of the surrounding  
environment. The concrete cable-  
stayed bridge is visually more  
preferable to me personally.

E21-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E21-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. For a discussion of the visual effect of the bridge on the surrounding environment, see Section 3.7.2.2.

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility. See response to Comment E2-1 regarding the design-build approach.

BOULDER CITY  
E22



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Jennifer Glynn

Your Address: 800 N. Major #113

Henderson NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I feel that this bridge project is  
very much needed! The area is growing  
so fast that the passage over Hoover Dam  
needs to be updated. I am in favor of  
the Gold Strike Canyon route. I believe  
that building it close to the dam will  
take away the "awe" from it. Plus the  
building of the bridge will create many  
jobs. (hopefully all Union!)

E22-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E22-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

The EIS concludes that the new bridge on the Sugarloaf Mountain alignment would dramatically alter the view of Black Canyon from the dam (Section 3.7.2.2). However, this view is already disturbed by the numerous electrical transmission towers and lines crossing the canyon immediately south of the dam (see EIS Figures 3-9 and 3-10). Also, depending on the bridge type selected, the impact on views from the dam can be mitigated by coloring the concrete or painting the steel to blend with the surrounding environment.

BOULDER CITY

E23



DEIS Public Hearing October 1998

Comment Sheet

Your Name: William G. Gower

Your Address: 7885 W. Fairview Rd. #1170

845 W. 1st St. NV 89104

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I would like to see  
the arch bridge design go up  
to more study and higher  
than the dam in case the  
dam went - I think the  
arch is a much better  
traffic concern.

Response to Comment E23-1

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility.

In identifying the preferred alternative, there was not a concern about the potential for Hoover Dam failing and eroding or washing out a new bypass bridge downstream. The planned bridge crossing on the Sugarloaf Mountain alignment will be elevated 254 feet higher than the crest of Hoover Dam, 836 feet above the Colorado River, and anchored to the bedrock walls above Black Canyon.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

BOULDER CITY

E24



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert Huffman

Your Address: 552 Cherry St. Boulder City, Nev. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: Neither one of the three choices that  
was offered addresses the traffic problem in Boulder City.  
I know that is a state problem & this is a federal problem,  
but it is all traffic. I just think the state & the  
federal gov. could cooperate a little better & correct both  
problems at once.

Of the three choices given I think the Gold Strike  
is the best. It separates the traffic farther away from  
the dam & there would be less impact on wildlife  
because of the bridges. Also in case of a spill it  
will not affect the water supply for Boulder City or  
Las Vegas. The cost of fixing both problems at once  
will be far less than doing it piece meal.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E24-1

See response to Comment B1-4. Addressing the traffic problem in Boulder City is not part of the Hoover Dam Bypass Project purpose and need. NDOT has begun preparation of an environmental study for the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT has determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

Because the bridge length over water is shorter for the Gold Strike Canyon Alternative than the Promontory Point Alternative, there is less of a chance for spilled materials or falling debris from the bridge to enter the water. In addition, since the Gold Strike Canyon Alternative spans the river below Hoover Dam, contamination to Lake Mead as a result of a spill is essentially eliminated. However, see Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.



BOULDER CITY  
E25



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Ralph L Hughes  
Your Address: 5995 Yellow Stone Ave  
Las Vegas Nevada 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: I was favorably impressed  
by the presentation. My choice would be  
the Promontory Point suspension, as it  
would solve the problems. Also I think  
it would enhance the view of the  
dam. I believe the bridge would  
become a World known landmark.  
It also seems the lightest  
impact on the environment.

Response to Comment E25-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Promontory Point (or the Sugarloaf Mountain) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

BOULDER CITY  
E26



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RHOA REVER HUGHES  
Your Address: 5945 W. HANCOCK  
LAS VEGAS NV 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes ☐ No ☒

Your comments: I like the Promontory Point  
Suspension Bridge. It is attractive and  
would add to our beautiful scenery.  
Boulder City already has the Transia  
anyway so it shouldn't make that much  
difference.  
Plus it would better the possible  
shipping of any nuclear waste and  
not such into our state.  
The grade going to the Suspension Bridge  
would be easier for the trucks  
also.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

### Response to Comment E26-1

See response to Comment B1-4. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. The Sugarloaf Mountain alignment, the preferred alternative, and the Promontory Point alignment each have only 0.5 mile of grades steeper than 5 percent.

BOULDER CITY  
E27



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ISHIKI, JAMES

Your Address: 1908 MISTY GLADE DRIVE

LV. NV 89119 897-9519

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

E27-1 Your comments: I understand the necessity of the H.D. bypass.  
Is there any source of information that projects the possible  
effects on proximal communities i.e. Oslan Springs?  
I would be interested in learning about potential socio-economic  
impacts on outlying areas which may become the  
eastern directed version of Lehman.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E27-1

In discussions with EPA concerning the effects of the Hoover Dam bypass, they concluded that the project does not result in indirect or cumulative socioeconomic impacts to Boulder City or other outlying communities in the region (personal communication, Dave Carlson, EPA, February 11, 1999). See the discussion of cumulative impacts in the FEIS Chapter 5.

BOULDER CITY

E28



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Lily Keller

Your Address: 639 Marina Dr  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: I have been a resident of Clark  
County for 33 years and a permanent resident of  
Boulder City since 1985.

I feel strongly that truck traffic  
should not go through Boulder City. This  
an alternate route for the protecting of Hoover Dam  
should be addressed by routing truck via  
Lakehead.

If either one of the bridges is constructed  
what will be done to <sup>address</sup> Hwy. 93's increased  
congestion?

I think addressing only the Hoover Dam  
project and not the effect on Boulder City  
traffic project <sup>at the same time</sup> is inappropriate.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E28-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. Also, see response to Comment B1-4.

Addressing truck traffic issues in Boulder City is not part of the Hoover Dam Bypass Project purpose and need. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass.

The proposed project will substantially reduce traffic congestion on U.S. 93 in the vicinity of the dam crossing. The traffic analysis for this project forecasted a split of 6,100 AADT over the dam and 19,900 AADT on the new bridge in the year 2027. The LOS is forecasted to be improved from a current LOS F over the dam to LOS B over the new bridge in year 2027 (see EIS Appendix A).

BOULDER CITY  
E29



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Ronald W. Keller  
Your Address: 639 Marina Drive  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: I am a resident of Clark County and have lived in Boulder City since 1980. I fail to understand why any of your three Dam Bypass Projects would be considered when you have all the open space to build a highway to Arizona beginning at Railroad Pass. This would bypass the crowded US 93 that goes through Boulder City and on to the Dam. Why is our city (area) any different from many other states where highways and bridges were built in wide-open spaces giving traffic out of congested areas. Two things happened, it made the quality of life better in those congested areas, but most of all got people from "A" to "B" much more quickly and safer. Hopefully none of the three choices presented at this hearing will be chosen as it will truly  
NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may

also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

not remedy the local problem. Be more realistic about an alternative route and charge a "toll" at the bridge, like they do in many other states.

Response to Comment E29-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass. The purpose and need for the Hoover Dam bypass relates directly to solving the traffic congestion and accident problems on the dam and approach roads, not to addressing traffic problems in Boulder City.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass. The study assessed toll crossings among other options (see EIS Section 2.9). The scope of the study is focused on the viability of tolling a new bridge crossing near the dam, rather than on the dam itself. Serious present and projected congestion levels and delay time experienced for several miles near the dam would argue strongly against placing a toll crossing on existing U.S. 93 over the dam.

E30  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Rebecca Kinn

Your Address: 9340 Villa Ridge Dr.  
Las Vegas, NV 89134

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: Very good presentation, well organized  
and the representatives at each station were very  
informative. Excellent  
I vote for the Sugarloaf Mountain route.  
Looking forward to using the new highway.  
P.S. A toll bridge is a good plan, and restricting  
truck use is very good, too.

E30-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E30-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The proposed project will remove all commercial truck traffic and automobile through-trips from the dam to the new bridge, thereby substantially reducing traffic congestion on the dam crossing.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (see EIS Section 2.9). The study assessed toll crossings and other financing options. A toll facility would require legislative action by both states and is not supported by NDOT or ADOT.

BOULDER CITY

E31



DEIS Public Hearing October 1998

Comment Sheet

Your Name: L. H. Kas

Your Address: 1400 Colorado St, #10

Boulder City, NV 89005-2402

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: Promontory Point is too dangerous  
a location. One major accident involving  
hazardous materials would greatly endanger  
the entire lake. Traffic would be tied up  
indefinitely.

E31-1

Past accidents on the dam or on its  
near approaches have closed the route for hours.  
These happened at relatively slow speeds. Imagine  
a 60 mile-per-hour accident!

Traffic up Highway 93 through Hemenway  
Valley and into Boulder City is a major  
concern and will only increase. There is a  
noise factor at present, even at night. The  
accident rate has increased. This can be verified  
by police records. These concerns need to be  
addressed.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may

also mail your comments to: Terry Haussler (HPD-16), Federal Highway

Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E31-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions near the dam would be implemented during construction of the bridge over Lake Mead.

Evaluation of the Boulder City/U.S. 93 Corridor is included in NDOT's Statewide Transportation Improvement Program (STIP) (1998). Traffic noise, congestion, and accidents through Hemenway Valley and in Boulder City are currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999.

E32  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: MARK KOSTNER  
Your Address: 4755 Deckow #21 LVNV 89119  
markkostner@hotmail.com

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

No

Your comments: I prefer the Gold Strike Canyon or Sugarloaf Mountain. I am opposed to the Promontory route.

This bridge should be built as an attractive work of art similar to the Golden Gate Bridge or Royal Gorge, particularly if tolls are charged, so it would be a must see attraction for Las Vegas, and tourists would pay for it.

I also believe the roadway should be 6 lanes - 3 each way. Las Vegas has a projected build out population of 3.4 million. Perhaps the bridge should be built with the capability of being a double decker bridge, if the population does indeed grow as projected.

(over)

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E32-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

A major reason the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply.

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials. It is presumed the bridge that is built will have to be of a type and material that is viewed as complimentary to the Hoover Dam National Historic Landmark (NHL).

The traffic analysis conducted for the Hoover Dam bypass determined that a four-lane divided bridge will have sufficient capacity to handle approximately 20,000 vehicles per day in year 2027, at a good level of service (LOS B). That capacity is sufficient to meet the anticipated traffic demand for 30 years and well beyond.



Your comments: I prefer the Gold Strike Canyon  
foremost as a scenic entrance to Nevada, and  
as the Virgin River Canyon to the down 1-15 is.

BOULDER CITY  
E33



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JACK KUSTER

Your Address: 1527 SHERRI LANE

BOULDER CITY NEVADA 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

DID RECEIVE

Yes No

Your comments: I am deeply concerned and greatly disappointed by the resulting 3 (three) bridge locations. This leaves Boulder City with having to cope with the projected traffic increase through the city until such time as the Nevada DOT gets around to studying, planning, and building a more concrete solution at some future time. I am a strong advocate of "one simple single bypass on river bridge. Be it from below the pass to Willow Beach, or from Laughlin to Kingman. Leave Boulder City as it is."  
I probably won't be here @ 17 when the first shovel is used, but I believe

E33-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228. (over)

Response to Comment E33-1

See response to Comment B1-4. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the dam bypass. The purpose and need for the Hoover Dam bypass relates directly to solving the traffic congestion and accident problems on the dam and approach roads, not to addressing traffic problems in Boulder City.

The Willow Beach Alternative was eliminated from further consideration because it requires about 19 additional miles of new highway construction resulting in substantially greater environmental impacts – most notably impacts to Section 4(f) lands (public park and recreational areas) – and higher costs. See EIS Section 2.5 and response to Comments C4-1, C4-2, C4-3, and C4-4.

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

**Your comments:**

**Your comments:** *im doing things right, say  
they general as such, but  
not its the future of our pol  
and their friends and comfort for.*

think of what B.C. will be like.  
with no ~~the~~ gun traffic. It is  
not a situation at all.

Subject this.

I have said my piece.

I will be stuck "with the power"  
decision, albeit not in the public interest

CCNY like elections, reasons can't do's, and  
extraordinary act and thing more than same excuse.  
all of those, including "not a bad day in Nevada"  
on 6/10. After, because only could have action,  
government, first and last activity, and as our  
congressman, "very much keeping".

A. diam. by microscope, and a letter to C. Brown  
will send the complete identification of BC, for back  
of Bureau ~~and~~ identification.

Sh

E34  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: DOM LAUGHLIN

Your Address: RIVERSIDE HOTEL  
LAUGHLIN NV

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: THE ROUTE YOU ARE USING  
HOW IS WORKING OUT VERY GOOD SO  
LEAVE WELL ENOUGH ALONE. THIS  
WILL GIVE LAUGHLIN A SHOT IN  
THE ARM AND ALSO GIVE THE STATE  
GAMBLING TAXES AND MORE MONEY  
FOR NV. BUILD A NEW BRIDGE AT  
LAUGHLIN AND YOU CAN CONTROL ANY  
ACCIDENT THAT MIGHT HAPPEN ALSO  
WIDEN HIGHWAY 95 FROM 163 TO THE  
RAIL ROAD PASS CASINO AND THERE YOU  
HAVE IT, QUICK AND EASY. IF YOU PUT IT IN  
TO THE GOLD STRIKE CASINO THAT IS OUR  
SENATOR ENSIGN'S PLACE OF BUSINESS  
HOW SWEET

E34-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

#### Response to Comment E34-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. Furthermore, the LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam bypass (see response to Comment B1-2).

Your comments: <sup>100</sup>  
 COST @ MILLION LESS  
 AND IS DONE IN TWO YRS.

BOULDER CITY

E35



DEIS Public Hearing October 1998

Comment Sheet

Your Name: REAGAN LIENHARD

Your Address: POB. 776

MEADVIEW, AZ 86444

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: AS A BUSINESS OWNER IN ARIZONA  
I AM IN FAVOR OF THE GOLD STRIKE CANYON  
ROUTE. THE MAIN GOAL OF THIS PROJECT SHOULD  
BE THE SAFE A "SPEEDY" MOVEMENT OF TRAFFIC  
BETWEEN THOSE TWO STATES. ERECTING A BRIDGE  
IN ANY OTHER LOCATION WOULD ONLY GIVE US  
THE TRAFFIC SLOW DOWNS WE NOW EXPERIENCE  
BY TOURISTS STOPPING AND SLAVING TO VIEW THE  
LAKE AND THE DAM. ~~THE~~

Thank you,

R. L.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E35-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative would not be a faster route because, although 0.1 mile shorter than the preferred alternative, it has the steepest vertical alignment. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Sugarloaf Mountain (or the Promontory Point) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

E36  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: CARL W LINDBERG

Your Address: 2221 W BONANZA RD CONDO NO 60  
LAS VEGAS NV 89106

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes ☒ No ☐

Your comments: SHORTEST DISTANCE BETWEEN TWO(2)  
POINTS IS A STRAIGHT LINE. "BEST GEOMETRY"  
"GOLD STRIKE CANYON ALTERNATIVE"  
THE ONLY WAY TO DO THE ENGINEERING  
PROJECT, WHEN IT IS DONE  
SUGAR MOUNTAIN ALTERNATIVE IS TOO  
CLOSE TO HOOVER DAM!

MAKE MY DREAM COME TRUE

THANK YOU VERY MUCH!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E36-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

Given its proximity to Hoover Dam, there will be no stopping for views of the dam on the new Sugarloaf Mountain bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard (see EIS Section 3.8.2.2).

E37  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Paul McDemick - on State CANAMEX Corridor  
 Your Address: Task Force 828 Country Club - Kingman, AZ - 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: I feel Sugarloaf is the best route  
(most direct - with the least problems) in construction  
area. (few declines & inclines)  
I feel with 4 million already committed & Arizona  
State spending a part of the 140 million committed  
over the next 4 years (state of Ariz) will be using  
a part of this 140 million each year - we need to  
fight for our share of that 140 million each year.  
I will not continue to push our federal Congressmen  
to push for any money we can get.  
The Governors of all the Canyon corridor  
should help push for this bridge.  
Paul McDemick

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E37-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Concerning the vertical grade, the preferred alternative has only 0.5 mile of grades steeper than 5 percent.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (June 2000). The study assessed toll crossings and other financing options (see EIS Section 2.9).



BOULDER CITY

E38



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Byron L. Miller

Your Address: 635 Ave K

Boulder City NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

I did

Your comments: Get within 100 ft

E38-1

Either bridge below the dam

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E38-1

The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

BOULDER CITY  
E39



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Pat & Ray Miller  
Your Address: 613 Ad Prods  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes ☐ No ☐

Your comments:

We favor the Sugarloaf Alternative with ~~gank screen~~ blocking dam from new with steel deck arch. would be the best plan for all involved. Build the sooner the better before something tragic happens.

A bridge below the dam would be a better plan if a spill should ever happen. The impact on public water would be less.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E39-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

A major reason the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. To protect the Colorado River, the Sugarloaf Mountain bridge will have a containment system to collect and contain pollutants in the event of a spill. The system would collect the material and convey it to settling basins off of the bridge. The system would also collect roadway pollutants from storm runoff.

BOULDER CITY

E40



DEIS Public Hearing October 1998

Comment Sheet

Your Name: John Doe

Your Address: 457 Clinton St. Las Vegas NV 89128

Las Vegas NV 89128

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I would like to see the steel arch bridge built

E40-1

This bridge project is long  
also see

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E40-1

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.

E41  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert B. Morrissette

Your Address: 718 Grandview  
Kingman AZ 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

E41-1 Your comments: In favor of Sugarloaf

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E41-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

BOULDER CITY

E42



DEIS Public Hearing October 1998

Comment Sheet

Your Name: J.D. NIELSEN

Your Address: 800<sup>N</sup>. MAJOR #113

HENDERSON NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I AM HOPING & PRAYING THAT  
THE BUILDING OF THIS BRIDGE WILL BE  
A GO! BEING A UNION IRON WORKER  
OF COURSE WE WANT TO BUILD IT! ALSO  
BEING A RESIDENT OF CLARK COUNTY  
IT'S NO SECRET HOW BAD THE TRAFFIC  
AT THE DAM IS. THERE ARE WAYS TO BUILD  
IN THE DESERT WITH OUT DAMAGING  
THE LAND IF YOU NEED TO LEARN HOW  
THAT IS DONE, GIVE SOUTHERN NEVADA WATER  
AUTHORITY A CALL I'VE DUG UP, LAYED  
AND WELDED OVER 50 MILES OF BIG  
THE DESERT AND WILD LIFE SURVIVED JUST  
FINE. ALL IT TOOK WAS A TEAM EFFORT  
AND A LITTLE TRAINING!

E42-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E42-1

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

E43  
KIRKMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Bradford D. Olbert  
Your Address: 273 S. Gibson Street, Gilbert, AZ 85296

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: Of the three build alternatives, the Sugarloaf Mtn. alternative appears to be the best solution. However, I do not like the concrete cable-stayed option for the bridge.

E43-1

I have a difficult time believing that the Gold Strike Canyon option alternative would be able to maintain truck speeds of 55mph at a 6% grade. Adding climbing lanes would increase construction costs significantly. (See back page)

I don't like the location of the bridge in the Promontory Point alignment. It's a poor view of a very significant monument.

(over)

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E43-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. This considerably greater length of steep grades would adversely affect truck speeds on the Gold Strike Canyon alignment; however, climbing lanes were not considered in development of this alternative.

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Promontory Point (or the Sugarloaf Mountain) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

The dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). Detailed traffic analysis will be completed during final design to determine whether at-grade crossings or grade-separated interchanges are required to accommodate the expected volumes of vehicles exiting to or returning from the dam and visitor's center.

Your comments:

The visual view with the Superfund alternative would be fantastic.

\* A review of Appendix A showed ~~that~~ no analysis of the impact of the steep grades upon safety base/recreation vehicle speeds. This will be a significant aspect since they represent 24% of the traffic volume!! This will have a major effect on the LOS for the highway.

How do you get to the new visitor center from the three alternatives?

BOULDER CITY

E44



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RONALD PERRY

Your Address: 101 TEMPLE ROCK RD  
BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

E44-1

Your comments: FAVOR either Bridge site  
below the dam, But the MAIN thing  
is to get with the PROJECT.  
Get studies done AND MOVE!!!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E44-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The only alignment above the dam, the Promontory Point Alternative, was not the preferred alternative largely because of the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply.



BOULDER CITY

E45



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ROGER PRATHER

Your Address: 1321 APPALOOSA RD.

BOULDER CITY, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: NONE OF THE THREE PROPOSED ALTERNATES/BYPASSES WILL KEEP HIGH-LEVEL NUCLEAR WASTE TRUCK TRAFFIC OUT OF BOULDER CITY.

SUGGEST THE OLD "WILLOW BEACH" BYPASS ROUTE PROPOSAL BE RE-CONSIDERED.

E45-1 SUGGEST A ROUTE TO KEEP HIGH-LEVEL NUCLEAR WASTE, AND OTHER HAZARDOUS MATERIALS TRUCKS OUT OF BOULDER CITY BE PLANNED AND CONSTRUCTED ASAP (I.E. BEFORE YUCCA MOUNTAIN OPENS).

OF THE THREE REMAINING PROPOSALS STILL UNDER CONSIDERATION, THE GOLD STRIKE CANYON ALTERNATIVE IS THE BEST, BECAUSE IT WILL HAVE THE LEAST VISUAL (NEGATIVE) IMPACT ON OUR BEAUTIFUL HOOVER DAM SCENE.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may

also mail your comments to: Terry Haussler (HPD-16), Federal Highway

Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E45-1

See response to Comment B1-4. Resolving truck traffic issues in Boulder City is not part of the Hoover Dam Bypass Project purpose and need.

The Willow Beach Alternative was eliminated from further consideration because it requires about 19 additional miles of new highway construction resulting in substantially greater environmental impacts – most notably impacts to Section 4(f) lands (public park and recreational areas) – and higher costs. See EIS Section 2.5 and response to Comments C4-1, C4-2, C4-3, and C4-4.

Evaluation of the Boulder City/U.S. 93 Corridor is included in NDOT's STIP (1998). Rerouting of U.S. 93 truck traffic around Hemenway Valley and Boulder City, among other alternatives, is currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999.

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. Construction of the preferred alternative will have an adverse effect on Hoover Dam due to the introduction of visual elements that are out of character with the landmark. As required under Section 106 of the NHPA, FHWA consulted with the Nevada and Arizona SHPOs and entered into a PA with the SHPOs, the federal ACHP, and other parties committing to measures that will mitigate the adverse effect. Those measures will be adopted in the ROD for this project.

BOULDER CITY  
E46



DEIS Public Hearing October 1998

Comment Sheet

Your Name: George Quinn  
Your Address: 1133 Olmo Way  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes ☐ No ☒

Your comments: Of the proposals available I would  
select the Sugarloaf Mountain Bridge. The  
projected costs are less - it is below the dam and  
yet would provide scenic views.

E46-1

My big remaining concern is how the  
traffic to be handled by Boulder City. Is the  
any other thought being given to diverting the  
flow traffic around the city? Traffic is fair  
under it a problem it will increase with an improved  
crossing - we will now be drawing it.

Thank you  
N. Quinn

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E46-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Hoover Dam and Black Canyon may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam and river, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard. However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

Rerouting of U.S. 93 traffic around Hemenway Valley and Boulder City, among other alternatives, is currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999. See response to Comment B1-4.

BOULDER CITY  
E47



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOHN REMENTERIA

Your Address: 1514 SANDRA DRIVE,  
BOULDER CITY, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: ALL THREE ALTERNATES  
REQUIRE THE CLOSING OF THE ROAD  
OVER THE DAM. I'VE HEARD THE GRISLY  
RUMOR THAT THE DAM ROAD WILL ONLY  
BE OPEN TO GOVERNMENT OFFICIALS FOR  
PRIVATE EVENTS TO ENTERTAIN THEIR  
FAMILIES AND FRIENDS. IRREGARDLESS OF  
WHICH ALTERNATE IS CHOSEN, I THINK  
THE DAM ROAD ITSELF SHOULD BE KEPT  
OPEN FOR TOURISTS & LOCALS. ALLOW  
NOTHING LARGER THAN A VAN OR STATION  
WAGON TO CROSS THE DAM. 18-WHEELERS  
AND OTHER LARGE VEHICLES SHOULD BE  
REQUIRED TO USE ONE OF THE ALT-  
ERNATE ROADS (IF BUILT)

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E47-1

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Commercial trucks will be prohibited from crossing the dam after the U.S. 93 bypass is open.

BOULDER CITY



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOAN REMENTERIA  
 Your Address: 1514 SANDRA DRIVE  
BOULDER CITY, NV. 89005-3411

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: I KNOW OF A FOREIGN-OWNED  
CONSTRUCTION COMPANY THAT IS WILLING  
TO FINANCE 100% OF A BRIDGE  
PROJECT IF THE COMPANY CAN BE  
PERMITTED TO PARTICIPATE WITH  
ARIZONA & NEVADA SPECULATORS  
IN DUAL PROJECTS AT EITHER SIDE  
OF THE BRIDGE PROJECT

E47-2

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E47-2

The project is being financed with a combination of federal and state transportation funds. The initial environmental studies were funded through a USDOT Appropriation in fiscal year 1997 of \$400,000, which was matched with contributions of \$400,000 each from Arizona and Nevada State transportation funds.

Additional project funding came from the federal Transportation Equity Act for the 21st Century (TEA 21). This project financing was derived from the High Priority Project funds (\$41,076,000), Public Lands Discretionary Program funds (\$10,000,000), and National Corridor and Development Program funds (\$2,000,000). These TEA 21 programs, plus other applicable programs, will be sources of future funding.

Funding from all of the above programs is available for planning, design, or construction activities associated with the Hoover Dam Bypass Project.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOHN H. SHANNON PE

Your Address: 730 WEST GARY WAY  
PHOENIX, AZ 85041

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: KINGMAN OPEN HOUSE - OCT. 13 '1998  
6 PM - 7 PM

1 - SEPTEMBER 1998 UPDATE #4 - THE BEST  
THREE PAGE DEIS AND FEASIBILITY REVIEW  
I HAVE SEEN IN MY ENGINEERING EXPERIENCE.

E48-1

2 - ALTERNATE 4 IS NOT AN OPTION AS  
CHAOS IS THE END RESULT.

LOW PROFILE ARCH

3 - ALTERNATE 2 - SUGARLOAF MTN. IS THE  
FAVORABLE/FEASIBLE CHOICE AS PREVIOUSLY  
STATED IN MY OCT. '97 PUBLIC OPEN HOUSE  
COMMENT SHEETS ATTACHED INDICATE.

\*

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may  
also mail your comments to: Terry Haussler (HPD-16), Federal Highway  
Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

STATION DISPLAYS CLEAR, CONCISE  
AND EASILY COMPARED.

#### Response to Comment E48-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.



Public Open House October 1997

Comment Sheet

Your Name:

YOUNG H. SHANNON PE

SUBMITTAL  
Nov. 4 '97

Your Address:

730 WEST GARY WAY  
PHOENIX, AZ 85041

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments:

BOULDER CITY OPEN HOUSE - OCT. 28 '97  
6 AM - 7 PM

IN ENGINEERING 1949-86 (RETIRED 10 YRS)  
HIGHWAYS, WATER RESOURCES, HYDRAULICS,  
DAMS, PUBLIC WORKS, ORTHOGRAPHY,  
AIR POLLUTION -

DISCUSSED W/ STAFF & REVIEWED ENGR. DATA IN  
DETAIL AT STA. 3, 4 & 5 COMPARING ALIGNMENT  
PROFILES, PHYSICAL CHARACTERISTICS & COST.

CONCLUSION: SUGARLOAF MTL:  
UTILIZE LOW PROFILE ARCH

\* SEE ATTACHED COMMENTS SUMMARIZED AT MEETING  
WRITTEN UP 6-7 AM OCT. 29.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may

also mail your comments to: Terry Haussler (HPD-16), Federal Highway

Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

COMPARISON OF PROFILES ON SAME SHEET,  
IN SAME FASHION AS ALIGNMENTS WOULD BE DEFINITIVE

The dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Commercial trucks will be prohibited from crossing the dam after the U.S. 93 bypass is open.

- Public Open House - Boulder City Oct. 28 '97  
6-7 PM  
Comments  
Oct. 29 97  
6-2 AM
- Hoover Dam Bypass -
- 1- BEST ALIGNMENT
  - 2- LEAST ADVERSE PROFILE
  - 3- GOOD SIGHT DISTANCES THROUGHOUT
  - 4- LEAST ENVIRONMENTAL IMPACT
  - 5- ACCOMPLISHES SEPARATION OF VEHICULAR THROUGH TRAFFIC FROM VISITORS TO DAM  
~~QUEST~~ QUEST ROUTE AND
  - 6- PRESENTS ~~AN~~ AN UNST FAVORABLE GRADES FOR TRUCK TRAFFIC
  - 7- LOWEST ESTIMATED COST (A 2 MILLION, 8' LAKE HIGHWAY & BRIDGE)
  - 8- ARCH BRIDGE LEAST VISUAL IMPACT
  - 9- TRUST VISITOR TRAFFIC WILL CONTINUE TO CROSS DAM? NO TRUCKS  
USAR
  - 10- THE LOCATION ENGINEER DID A MASTERFUL JOB IN 1969 IN THE SPARKLOCK LOCATION ON COMPLETE ONLY WAY TO GO IN
- Notes: (a) ARIZONA HAS MAJOR PROJECT TO IMPROVE HIGHWAY WAY 93, NEAR VEGAS TO I-40.  
 (b) SLOWER LIMIT HIGHWAY 93 SHOULD BE (KINGMAN TO DAM) 65 MPH TO REDUCE DRIVERS GOING TO SLEEP, 55 TO SLOW.

BOULDER CITY

E49



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ROBERT SIMMONS

Your Address: 7001 W. CHARLESTON BLVD. # 2094

LAS VEGAS, NV. 89117

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes

☐ No

Your comments: I WOULD LIKE TO SEE THE PROMONTORY POINT  
ALTERNATIVE USED TO BUILD AS A HOOPER DAM BYPASS.  
AS A FREQUENT DRIVER TO KINGMAN, ARIZONA I BELIEVE  
THIS ALTERNATIVE WOULD BE THE MOST FEASIBLE AND  
COST EFFECTIVE, AS THE TRUCK TRAFFIC WOULD BE AT A  
HIGHER GRADE AND KEEP THE FLOW OF TRAFFIC MOVING  
AT AN EASIER + STEADIER PACE.

THANK YOU.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E49-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions near the dam would be implemented during construction of the bridge over Lake Mead.

Comparing vertical profiles, the preferred alternative would have 0.5 mile at 3 percent to 6 percent grades, whereas the Promontory Point alignment would have 0.6 mile at 3 percent to 6 percent. Hence, although their grades are similar when compared to the Gold Strike Canyon route with its 2.5 miles at 3 percent to 6 percent, the preferred alternative has 0.1 mile less steep grade than Promontory Point.





*Cushing's  
marked  
"substantive"  
comments  
10/20/98*

DEIS Public Hearing October 1998

Comment Sheet

Your Name: Lou Sorensen  
Your Address: City of Kingman - 310 N. 4th St.  
Kingman, Az. 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes ☐ No ☒ Already on mailing list.

Your comments: The "no build" option is not a  
viable option. This project must move forward  
to relieve the continual and growing congestion on  
the dam itself. I have lived here for over 26 years  
and have experienced the congestion every time I've  
crossed the Dam.

I am in favor of the "Sugarloaf Option" and  
believe it should move ahead as quickly as  
humanly possible.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E50-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River). As indicated in the traffic study (See EIS Appendix A), the U.S. 93 dam crossing currently operates at LOS F with 11,500 vehicles per day (average), whereas there would be 26,000 vehicles per day crossing the dam in year 2027 without the bypass. The future bypass bridge is projected to carry 19,900 vehicles per day in year 2027 at LOS B.

E51  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Richard Strange  
Your Address: 5138 E. Namba St.  
Phx AZ 85044-4125

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: My preference would be the  
Sugarloaf Mtn Alignment. I am  
strongly opposed to the Gold  
Strike alt. due to the environmental  
impacts. Promontory Pt. would be okay  
but is my second choice.  
Graphics were very well done as  
was the video.

E51-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E51-1

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

A major reason the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply.

## Comment Sheet

Your Address: 568 Fairview Dr. Henderson Nev. 89015

Yes ☒ No ☐

**Your comments:** \_\_\_\_\_

E-63



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Patricia Tester  
 Your Address: 3575 Bond St  
Kingman 12 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: I gave all my comments to court reporter  
Comments include: There has been a study on this  
project for the past 35 years. Where has all the money gone  
for this study. If construction started years ago, cost  
would be much less.

E53-1

Will there have to be a major disaster before  
I will see a road constructed. I don't care where  
bridge will be constructed as long as it gets done.

I'm afraid if the Toxic waste gets  
into the lake or river, this is our drinking water.  
What kind of disaster is this going to cause.

Please no more studies, start constructing.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E53-1

Studies for the U.S. 93 Hoover Dam Bypass Project have been going on since the mid 1960s. The government agencies studying this project have included NDOT, Reclamation, ADOT, NPS, and AGFD. For a chronological listing of previous studies leading up to the present EIS, see EIS Section 1.3, Table 1-1. The first detailed cost estimates for the build alternatives were developed by Reclamation in 1992 (see Phase B - Corridor Studies). These estimates were inflated in the EIS for the year 2002 to update engineering and mobilization costs. Because there is a potential for traffic accident spills in the river with the preferred alternative, a solution for containing spilled pollutants at the source will be developed during the project design phase (see EIS Section 3.4.3.2). A spill containment system will be incorporated into the bridge that will collect potential pollutants resulting from spills. The system will also collect and hold storm runoff that is generated from the bridge. Without the system, spilled waste could enter the river and negatively impact the waters depending on the intended use.

BOULDER CITY  
E54



DEIS Public Hearing October 1998

Comment Sheet

Your Name: DoroThy S Thompson  
Your Address: HC 37 Box 973 Hwy 93 AT 28 1/2 mile marker  
Kingman AZ

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: I do believe sugarloaf Mountain because  
it would not cost as much and the climb  
would not be that steep for truck and RV.  
I would not hurt the wild animals or sport  
activities on the river, I would save time for  
people coming from AZ to shop in Nev. which  
we do 2 and 3 times a week drought + so on low  
water every day and must leave water 1 1/2 hrs.  
early to get over dam with all the traffic.  
Also going across sugarloaf at 120 MPH, no one  
would be stop to look at the dam and if you  
had visitors you could take them to the dam  
to see, I don't like at the crack on the  
dam way now. The road on to nevada now  
for you + truck, at long bridge would be  
better for all concerns.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may

also mail your comments to: Terry Haussler (HPD-16), Federal Highway  
Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E54-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The high elevation of the bridge, relative to the dam and river, and the safety rail will minimize viewing opportunities of Hoover Dam. Furthermore, the EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard. The existing dam crossing will stay open to bicyclists and tourists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians).

**E55**  
**KINGMAN**



**DEIS Public Hearing October 1998**

## Comment Sheet

Your Name: MICHAEL TOMLINSON, PUBLIC WORKS DIRECTOR

Your Address: 1255 MARINA Blvd  
BULLHEAD CITY, ARIZONA 86442

**If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?**

☒ Yes ☐ No

E55-1 | Your comments: RECONSIDER Bullhead/Laughlin corridor

**NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.**

## Response to Comment E55-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

E56  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Russell W. Ward

Your Address: 648 Ave F  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: \_\_\_\_\_

E56-1

Promontory Point would be my 1st Choice

Gold Strike Canyon would be last

Favor Suspension for estabds only

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Hausler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

### Response to Comment E56-1

See Sections 2.6.1, 2.6.2, and 2.6.3 in the FEIS for explanation of the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative rather than Promontory Point or Gold Strike Canyon. A major reason the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments, and it has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

E57  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Ed Wiens

Your Address: 9340 Villa Ridge Dr.  
Las Vegas, NV 89134

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

☒ Yes ☐ No

Your comments: You have a very good display  
of the bridge & route alternatives. I found  
it easy & very informative to understand the  
project.

To me it appears the Sugar Loaf Mtn  
route is the most desirable.

Thanks for the display & information

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E57-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

E57-1



E58



DEIS Public Hearing October 1998

Comment Sheet

Your Name: MARK WILKERS

Your Address: 641 NEVADA HWY #8  
BOULDER CITY, NV. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?



No

Your comments: *looks like the Sugarloaf option is the best for environmental, safety engineering and construction concerns. Something must be done and soon because major accidents need to be averted. My father said regarding decisions, "shit or get off the pot", this decision must be made now to handle the growing population in the future. The Hoover Dam will also breathe a sigh of relief when another bridge is built. It has shouldered the burden of a growing truckload for over half a century, it deserves a break today like McDonalds!*

Response to Comment E58-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

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