



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 without 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*

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

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).

B1-9 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. Bighorn 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 alligned 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
Chairman, Hoover Dam
Bypass Committee

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).

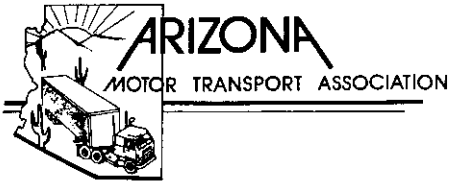
Furthermore, to charge a toll to promote drivers to use the Laughlin-Bullhead City route would encourage people to drive a road with inferior roadway geometrics (horizontal and vertical alignments) and reduced travel speeds, consume more fuel, and generate more air pollution. Additionally, instituting 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 30th, 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



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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

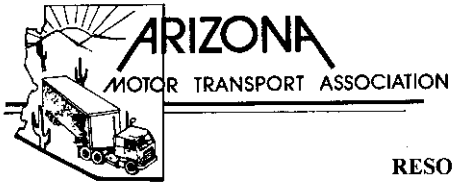
See combined responses to Comment Letter B1 above.

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 30TH DAY OF OCTOBER, 1998.

Clyde McDonald
CLYDE McDONALD, PRESIDENT

Terry Smalley
TERRY SMALLEY, 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)



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GENE TEMEN
CANDICE TRAEGER

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.

B3-1 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.

B3-2 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.

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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.

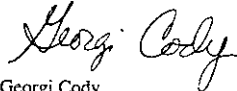
US93, as currently located, can no longer adequately handle the 14,000 vehicles, including automobiles, recreational vehicles and commercial vehicles which cross the Hoover Dam each day. The Hoover Dam reached its traffic capacity seven years ago. The route is congested, dangerous, and vulnerable to 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

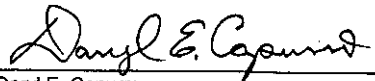
WHEREAS there is no other route in the Western United States that can efficiently and safely accommodate this traffic; and

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 5th 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 Paiutes 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,

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

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
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,

TS/

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, CH2M HILL, 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
Lakewood, 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

yc: reading file

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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
Havasu 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. Eida 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,

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

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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. Elda 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

5900-250-7.03



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 - Cloquet@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 FHFA's choice.

B7-1 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.

B7-3 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 Drennon, 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 ^{special} ~~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, 1904, (48 Stat. 984). This resolution is effective as of the date of its adoption.

COLORADO RIVER TRIBAL COUNCIL

By *[Signature]*
Chairman

[Signature]
Secretary

SECTION NO. K-08-79
PAGE 2
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 effected 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 0 against, by the Tribal Council of the Colorado River Indian Tribes, pursuant to authority vested in it by Section 1(X), Article VI of the Constitution (or By-Laws) of the Tribes, ratified by the Tribes on July 12, 1937, and approved by the Secretary of the Interior on August 13, 1937, 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 ~~develop~~ development and access to public and private lands which
~~are~~ 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 duly approved by a vote of 5 for and 2 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 (or By-Laws) of the Tribes, ratified by the Tribes on March 13, 1935 and approved by the Secretary of the Interior on August 13, 1937, 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 [Signature]
Chairman

[Signature]
Secretary

Approved:

.....
Superintendent

RESOLUTION NO. R-14-79
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.

Kaibab Band of Paiute Indians

B8



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.

B8-1

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:vej

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



US 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 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 Pahrump 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,

Handwritten signature of Terry K. Haussler, consisting of the initials 'jm' followed by a vertical line and the number '5'.

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



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

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:

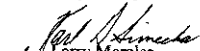
- B10-1 1. We strongly oppose the construction of roads or bridges on sacred Indian ground.
- B10-2 2. We strongly recommend consideration of the following alternative to building a bridge over the Colorado River: Allow only automobile traffic on Highway 93 between Boulder City and Kingman. Route truck 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 95 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:
 - a. It would avoid construction on sacred Indian ground.
 - b. It would stop trucks from traveling over the Hoover Dam and through the City of Boulder City, thus avoiding possible spillage of dangerous cargo in these areas.
 - c. Although the highway through (or possibly circumnavigating) 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 a much-improved alternative to traveling over the dam. Thus, it would tend to decrease non-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 2.5 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.
- B10-4 4. We recommend an addendum to the bridge study. This study should invite public opinion and address the following issues:
 - 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?

**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,



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

1404 Colorado Street
Boulder City, NV 89005
Phone: (702) 293-4051
Fax: (702) 293-5851

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
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

Vice President
Karl Simecka
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Director
Bob Crow
Arrowhead Technologies

Founding Members

Small Business Administration
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, 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

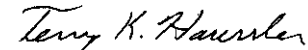
hazardous material spills on the bridge, we have received several comments with concerns about the possibility of contaminating Lake Mead - a major source of drinking water for southern Nevada.

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, P.E.
 EIS Manager

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