

10/14/98 BOULDER CITY

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2 ORIGINAL

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6 HOOVER DAM BYPASS PROJECT

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8 PUBLIC HEARING FOR DRAFT
9 ENVIRONMENTAL IMPACT STATEMENT

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12
13
14 PUBLIC COMMENTS

15
16 WEDNESDAY, OCTOBER 14, 1998

17 5:00 P.M.

18
19 Community College of Southern Nevada
20 700 Wyoming Street
21 Boulder City, Nevada

22
23
24
25 Reported by: SHAWN E. OTT, CCR No. 577

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I N D E X

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1 BOULDER CITY, CLARK COUNTY, NEV, WED., OCT. 14, 1998

2 5:00 P.M.

3 -ooo-

4 **D12**

5 DON WORKS: Don Works. I'm a Reno
6 resident born and raised in Nevada, and I think the
7 dam is a good thing, but I don't really like the fact
8 that it's so close to Boulder City and they're going
9 to be hauling nuclear disposal through the town. So
10 if they could move it down a little ways to
D12-111 Searchlight it would be good. It's a great idea
12 because there could be an accident on the dam and who
13 knows what could happen, and if they are hauling
14 nuclear stuff across the dam now, it could also get
15 into the water system in which you guys do drink out
16 of it and dump your stuff, thinking of it. I don't
17 understand that. So that's about it.

18 **D13**

19 RICHARD BENTON: Richard L. Benton, 104
20 Graham Court, Boulder City. I believe that the
21 Sugarloaf Mountain alternative would be the best way
22 to go. It's already cost much more than it took to
D13-123 build the dam just in looking at the problem by our
24 many bureaucratic government facilities, much more
25 than it needed to be. What we need to do is get the

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D12 Works, Don

Response to Comment D12-1

The highway drainage system in the area near the dam on the Nevada side of the river flows off the edge of the road, down the canyon face, onto the Nevada power house roof, and into the Colorado River. In the event of a serious spill, in addition to potential water pollution issues, materials spilled on the road would drain off the road into the Nevada power house, possibly resulting in powerhouse damage or destruction. The proposed project will remove trucks carrying these materials from the dam crossing and provide a straight, four-lane highway crossing on new alignment that will reduce potential spill risks.

A spill containment system is proposed for the build alternatives. The purpose of the system is to isolate and collect spilled material at the site and convey the material off the bridge for containment. This system will be developed during the design phase of the project.

D13 Benton, Richard L.

Response to Comment D13-1

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment A1-1.

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1 job done, make a decision and get the job done. I
2 know that's difficult for bureaucrats to do, but it
3 can be done. It will cost more than the dam like the
4 gift shop and overview did, and I think that it's
5 about time it gets done.

6 One bad spill on that dam will just
7 annihilate the lower Colorado, cause international
8 problems with Mexico, and we have wasted too much
9 time already, and if you greedy little people in
10 Boulder City who think they're going to make a nickel
11 from some tourist stopping at their store should not
12 even be considered or listened to. Let's get the job
13 done. Thank you, citizen, voter and concerned.

14 **D14**

15 RALPH HUGHES: Ralph L. Hughes. I came
16 out tonight to kind of look over the alternatives and
17 see what possible negative part there could be to
18 it. I can't seem to find any. The congestion at the
19 dam has gotten worse and worse. I have been here 30
D14-1 20 years and use the route numerous times, and in the
21 last few years, it is just been atrocious. It's
22 anywhere from an hour to 40 minutes to get across, go
23 over the nine miles from the top on the Arizona side
24 to come this way.

25 Also I feel like we've just been leading a

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D14 Hughes, Ralph L.

Response to Comment D14-1

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6. One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill from the bridge into Lake Mead contaminating this major public drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

Comparing existing topography along the approaches of the alternative bridge alignments, it would be most practical to construct a west-end parking lot and walkway to a viewing facility on or in the vicinity of the Promontory Point bridge. The Promontory Point bridge is more conducive to accommodating a viewing area of the dam than the Sugarloaf Mountain bridge (compare Figures 2-5, 2-6, and 2-7 with Figures 2-9 and 2-10 in the EIS, and see response to Comment D6-1). The Promontory Point bridge is also 500 feet closer to Hoover Dam and has no intervening transmission towers to block views of the dam.

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1 charmed life not having an accident down there or
2 something serious happening. There's been so many
3 times that we've come within just an eyelash of
4 losing a tanker over the edge of one of them curves.
5 Truck lose its brakes and crash into those tourist
6 crowds on top of the dam.

7 I think the bypass is really what we need,
8 and I really like the one above the dam. I think it
9 will be become a tourist attraction in itself. That
10 suspension bridge, I think that will become a
11 landmark in its own right. People will be coming
12 from around the world just to look at the bridge, and
13 if they put a viewpoint at each end of those bridges
14 there, that's going to be another drawing card, I
15 think.

16 I've been in construction for 40 years,
17 and I really like the idea of the upstream bridge
18 mainly because they don't have to do nearly as much
19 work on the approaches to the bridge. There's not
20 that much land and keeping the wildlife disturbances
21 at a minimum. Environmentally and aesthetically, I
22 think it's a very pleasing project on the Promontory
23 bridge approach. That's all I have to say.

24 / / /

25 / / /

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D15

1 ROBERT SHANNON: Robert Shannon. I would
2 like to see the Promontory Point Alternative as the
3 bridge to cross over. I think it's more feasible as
4 far as cost and the fact that you don't have to
D15-15 drive -- you'll avoid a lot of the same traffic going
6 to the dam, and the trucks will have an easier time
7 crossing over without slowing you up on the other
8 alternatives. That's all.

D16

9
10 WADE STUCKEY. Wade Stuckey. I'm a
11 resident of Henderson, Nevada. I'm interested in the
12 bridge going up and going up union, and out of the
D16-113 ones I saw, I think the Promontory Point would be the
14 more feasible one, better for the tourist industry.
15 And I prefer the cable suspension bridge. That's
16 about all I can tell you. That's what I prefer.

D17

17
18 ED UEHLING: My name is Ed Uehling. My
19 main concern is the design of the bridge and the
20 visual impact it will have on the dam. The dam is a
21 valuable national treasure. It has a specific
22 architecture to it. The visitors center that was
D17-123 constructed clashes with that -- with that
24 architecture and it defaces the dam, in essence,
25 defaces this national treasurer, and it would be a

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D15 Shannon, Robert

Response to Comment D15-1

The reasons for identifying the Sugarloaf Mountain alignment as the preferred alternative rather than the Promontory Point alignment are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

D16 Stuckey, Wade

Response to Comment D16-1

The reasons for identifying the Sugarloaf Mountain alignment as the preferred alternative rather than the Promontory Point alignment are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

D17 Uehling, Ed

Response to Comment D17-1

Construction of the preferred alternative (or the Promontory Point Alternative) will have an adverse effect on Hoover Dam due to the introduction of visual elements that are out of character with the landmark. As required under Section 106 of the NHPA, FHWA consulted with the Nevada and Arizona SHPOs and entered into a PA with the SHPOs, the federal ACHP, and other parties committing to measures that will mitigate the adverse visual effect. Those measures will be adopted in the ROD for this project.

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1 tragedy if the bridge also acted in the same
2 capacity, to trash the design, the architecture, the
3 heritage of this incredible building, incredible
4 structure that exists here.

5 So in conclusion, if you can't find a
6 designer that's going to do an art deco 1930s
7 industrial-type structure, then clearly the best
8 alternative is to have it as far away from the dam as
9 possible where it can't be seen, where it doesn't
10 pollute the visuals and the architecture and the
11 heritage of the dam.

12 **D18**

13 ANONYMOUS: Well, I object to the
14 Promontory bridge from the aesthetic viewpoint, extra
15 mileage and it's more dangerous than the bridge
16 because trucks could go off both sides and fall into
17 the lake. My objection to the Sugarloaf Mountain
18 would again take away from the bridge, and I think
19 you would have danger of motorists stopping on the
D18-1 20 bridge or slowing down to view the bridge at night --
21 I mean, the dam at night when it's lit up.

22 And I suppose I would prefer the Gold
23 Strike Canyon, but I understand that the road is very
24 steep compared to the others, and if I had my way, I
25 would make it a toll bridge to get it completed and

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D18 Anonymous

Response to Comment D18-1

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

Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass. The study assessed a toll crossing among other options (see EIS Section 2.9 and response to Comment C3-2).

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8

1 make the people who use it pay for it. Thank you.

2 **D19**

3 MRS. BERMAN. Berman. Really and
4 truthfully I'd like to have the one that's the least
D19-15 stress on the animals. That's the main thing. So
6 that's all I have to say.

7 **D20**

8 RUSSELL VANDEBERG: Russell Vandenberg,
9 Boulder City here. My thought here, I don't like any
10 of these locations as far as the best location, as
11 far as the best. As far as the one of the three
12 being considered, Sugarloaf Mountain looks by far the
13 better of any of the three. Keeps the lake free,
D20-14 keeps the bridge up in the air, and I see no problem
15 as far as any view is concerned. They whine and
16 moan. We see bridges all over. So that would be the
17 best of those three.

18 But my thought, we'll go right back to
19 Willow Beach crossing, north route, as far as the
20 best of all ideal routes. I know the Sierra Club is
21 fighting it like old Harry, and I know the park
22 service is unhappy with it, but who made the park
23 service? The people made it, and they can grant a
24 variance to put a highway across there just as damn
25 quick as they granted them permission to stop all

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D19 Mrs. Berman

Response to Comment D19-1

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative partly because it has the least impact on desert bighorn sheep, peregrine falcons, and the desert tortoise. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

D20 Vandenberg, Russell

Response to Comment D20-1

FHWA, the lead agency, has identified the Sugarloaf Mountain alignment as the preferred alternative. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment A1-1.

The Willow Beach crossing has been eliminated from further detailed consideration. After being compared to screening criteria, this alternative fell short in five important areas, thus eliminating it as a potential route (see Section 2.5 of the EIS and response to Comments C4-1, C4-2, C4-3, and C4-4). As explained in the EIS Executive Summary under Areas of Controversy, this route was eliminated from further consideration because it requires about 19 additional miles of new roadway, primarily through NPS land, and has substantially greater environmental impacts and higher construction costs.

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1 construction. A stroke of the pen will do it.

2 They've got millions of acres in
3 California that they just set aside here a couple of
4 years for these turtles, and the sheep, there is
5 millions of acres out there for them. That little
6 bit that the highway takes, no problem.

7 So the Sierra Club doesn't rate high in my
8 book at all, a bunch of kooks and trust babies if you
9 want my version of them. They want something to yap
10 on and don't know half of what they're talking
11 about.

12 The Willow Beach route is so simple. Look
13 at the map is all you need to do, and you will see
14 many miles saved from the present routes that are
15 being proposed, and you multiply that by 10,000
16 vehicles a day -- DOT says 14,000 cross the dam.
17 This would still leave 4,000 tourists across the dam
18 and 10,000 trucks and business people to take the
19 shortcut route, saving many miles every day and
20 cruising it at 60 miles an hour rather than a crawl
21 or stopping for stop signs.

22 This present route through Boulder City
23 will have five stop signs by the time it is in if
24 they place one at Gold Strike, and they'll need
25 another one on the exits down below. Now, even four

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1 stop signs in a nine-mile stretch of road from
2 Railroad Pass to Gold Strike does not constitute a
3 highway, an interstate highway. It constitutes a
4 mess, and that's what Boulder City is right now, a
5 mess.

6 So, okay, I realize that one bigger
7 appropriation will be hard to get. Two smaller
8 appropriations will probably fit the pie. So if it
9 has to be the two smaller, certainly the Sugarloaf
10 crossing is the ideal one to go for now, and then
11 however they want to bypass Boulder City is another
12 thing. I'll be dead long before that ever happens so
13 there's no need for me to worry a great deal about it
14 except it irritates me to see so much money wasted.

15 I understand this project began in 1960
16 when the first talk was started with the Arizona and
17 Nevada states, and surveys, evaluations done, if you
18 add those together, the total cost of those surveys
19 and evaluations will far exceed the cost of this
20 present project. Had it been built 10, 15 years ago,
21 it would have been built at half or a third the price
22 is going to cost today. So how smart can we get,
23 wait another ten years and let it cost double again?
24 That's about the way it's going to happen unless some
25 people get off their duff and get this thing done.

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11

1 End of story.

2

D21

3 ANONYMOUS: I'd like to state that I am a
4 structural iron worker by trade with 25 years of
5 experience. Speaking from the point of view of an
6 experienced tradesman, I feel it's urgent that this
D21-1 7 project get underway because there are still some men
8 within my trade that have, in fact, worked on this
9 very type of project. Most of them are retired and
10 would volunteer to come out of retirement to assist
11 in this type of project because of the nature of the
12 project. In my opinion if we wait more than five
13 years to do this, the availability of these
14 personalities is going to be diminished because of
15 the fact that they're getting old and they're dying.
16 That's pretty much it.

17

D22

18 JOHN FLOYD: John Floyd, 798 Fairway
19 Drive, Boulder City, Nevada. I have driven a truck,
20 a 70-ton, across both ways. The last time I went I
21 came through that way because I preferred it than
D22-1 22 going over the dam, but even with the bridge, if it
23 went that way, I think that would be the best. I
24 don't think it's going to do ten cents worth of good
25 because of the casinos because they want the truck

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D21 Anonymous

Response to Comment D21-1

The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

D22 Floyd, John

Response to Comment D22-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

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1 parking or they want the truckers' every nickel they
2 can get. And if you go the Railroad Pass way now,
3 there's 24 or 30 trucks there, and from there across
4 the dam is probably the most dangerous road in the
5 United States, partly because of their stoplight.
6 But it wouldn't surprise me to see a stoplight on the
7 freeway for Railroad Pass and the Gold Strike.
8 That's all I got to say. I think it ought to go
9 through Laughlin. The bridge would be a lot cheaper
10 and that road's terrible and needs to be rebuilt
11 anyway. Would kill two birds with one stone. Thank
12 you.

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1 REPORTER'S CERTIFICATE

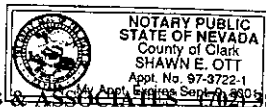
2
3 STATE OF NEVADA)
4) ss
5 COUNTY OF CLARK)

6 I, Shawn E. Ott, Certified Shorthand
7 Reporter, do hereby certify that I took down in
8 Stenotype all of the proceedings had in the
9 before-entitled matter at the time and place
10 indicated and that thereafter said shorthand notes
11 were transcribed into typewriting at and under my
12 direction and supervision and that the foregoing
13 transcript constitutes a full, true and accurate
14 record of the proceedings had.

15 IN WITNESS WHEREOF, I have hereunto set my
16 hand and affixed my official seal in my office in the
17 County of Clark, State of Nevada, this 30th day of
18 October, 1998

19
20
21
22 *Shawn E Ott*

23 Shawn E. Ott
24 CCR No. 577



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D23

1 Whereupon,

2 MR. ADAMS: This is Thomas W. Adams,
3 2900 El Camino, Apartment 138, Las Vegas 89102.

4 Well I -- I'm just waiting on the bridge
D23-1 5 to come through. I'd like to work on it. You
6 know, give access to -- another access to Vegas.
7 Any more than that I'd be repeating myself.

8 MR. LEE: Jones^{D24} Lee, 3850 Mt. Vista,
9 Apartment 145, Las Vegas 89121.

10 I'd like to see it have a building
11 because I commute back and forth from here. I work
12 on the Venetian now, and every two weeks I go back
13 to Albuquerque, New Mexico. Sometimes it's a
D24-1 14 headache going across the bridge, either going back
15 or coming back into Vegas.

16 And all the traffic that's in there and
17 the people at the dam, to me it would be a good
18 idea to build one of the three bridges.

19 And I like the one that's -- what's the
20 name -- the promontory, the one that's further on
21 top of the water, it's the longest, and I think
22 that's the most second expensive I think.

23 The reason I like it is because like for
24 us it would be more work for us because the
25 construction is longer, and it would be safer for

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D23 Adams, Thomas W.

Response to Comment D23-1

Assuming that funding becomes available and environmental clearances are obtained, construction will start on the bypass in 2002.

D24 Lee, Jones

Response to Comment D24-1

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

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1 highway workers too because -- you know, I'm
2 sure --

3 I think that is the best having to have
4 a bridge and that's it. **D25**

5 MR. ZIMMER: Ed Zimmer, 5530 Plainview
6 Avenue, Las Vegas 89122.

7 Looking at the designs I feel Promontory
8 Point would be probably the most advantageous. One
9 significant thing is that the grades approaching
10 the bridge aren't severe, would be beneficial to
11 trucking passing through the area. They wouldn't
D25-1 12 have the long grades to pull that they would have
13 on the other two.

14 Also a bridge above the dam would
15 preclude any possibility of erosion being a factor
16 in the bridge because the lake -- if anything
17 happened to the dam, the lake above the dam would
18 empty out. Whereas below the dam there may be
19 significant washing to erode footings and so forth
20 of the base rock.

21 The cost of 204 million as opposed to
22 198 million for Sugarloaf isn't in my estimation
23 that significant.

24 I think the steel rib through arch would
25 be more aesthetic and pleasing than the other

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D25 Zimmer, Ed

Response to Comment D25-1

The reasons for identifying the Sugarloaf Mountain alignment over the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. Construction within the Lake Mead watershed would impact water quality. The Promontory Point Alternative would involve disturbing the slopes directly above Lake Mead during construction. Both during and after construction, sediment and other pollutants would enter the lake, increasing the turbidity levels.

In identifying the preferred alternative, there was not a concern about the potential for Hoover Dam failing and eroding or washing out a new bypass bridge downstream. The planned bridge crossing on the Sugarloaf Mountain alignment will be elevated 254 feet higher than the crest of Hoover Dam, 836 feet above the Colorado River, and anchored to the bedrock walls above Black Canyon.

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1 designs. I think that's the best choice.

2 And that's my opinion and sure
3 appreciate your thinking about them.

4 **D26**
MR. REMENTERIA: John Rementeria, 1514
5 Sandra Drive, Boulder City 89005.

6 My principal concern is that all three
7 of the alternates -- and each one has its own
8 merit, but each and every one of these alternates
9 requires the closing of the roadway over the dam,
10 and I think that should be left open to tourists.

11 I've heard these little snatches of
D26-1 12 rumors that the dam will be closed to the public
13 and closed to tourists and only be open for
14 government official use for government events and
15 functions and their families.

16 And I feel that part is not correct. I
17 feel that leaving the dam open for tourists and
18 small normal size vehicles no larger than a station
19 wagon is fine.

20 And then I could accept any one of the
21 three proposals, but right now all three proposals
22 require that the dam traffic be stopped. I think
23 that is wrong and improper.

24 **D27**
MR. THOMPSON: Larry Thompson, Kingman.
25 To me, from City of Kingman, this is my

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D26 Rementeria, John

Response to Comment D26-1

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

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1 town. I buy my groceries here and everything. I
2 go to Henderson to buy my lumber. Everything I buy
3 is right here. I've got a PO box over here even,
4 but this is irrelevant.

5 What I'm getting ready to say is the way
6 we got it planned here and what I see, the trucks
7 are still going to have to come through part of the
8 town, and the noise, everything is going to be
D27-1 9 still there. Why don't they cut in and go down
10 south of the town by the airport and go out that
11 way.

12 Now I'm going to tell you what this is
13 going to do. It's going to bring all of the trade
14 from Meadview, Dolan Springs, and the people from
15 around the lake over there on this side, all of
16 them cut right on through coming over here anyway,
17 and going to build their trade up in town.

18 This will be the last place they can get
19 gas cheap or anything else. And it will save the
20 people over there money even for buying their
21 groceries right here rather than going to Kingman.

22 I think it would be a better deal if
23 they went through down below the town and coming in
24 by Willow Beach. This is just my idea, and I
25 really think it would build the town up. It's

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D27 Thompson, Larry

Response to Comment D27-1

The Willow Beach crossing has been eliminated from further consideration. After being compared to screening criteria, this alternative fell short in five important areas, thus eliminating it as a potential route (see Section 2.5 of the EIS and response to Comments C4-1, C4-2, C4-3, and C4-4). As explained in the EIS Executive Summary under Areas of Controversy, this route was eliminated from further consideration because it requires about 19 additional miles of new roadway, primarily through NPS (Section 4[f]) land, and has substantially greater environmental impacts and higher construction costs.

See response to Comment B1-4.

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6

1 going to bring traffic and trade as far as cars,
2 but the big trucks and people that don't have use
3 for this will be bypassed.

4 And 93 is going to be the NAFTA trade
5 route. I don't want my town messed up. Like I
6 said, this is home. Let's keep it home. I want
7 the business in here, but I don't want all this
8 extra stuff like the big trucks and all.

9 Go out on the highway and drive 20 miles
10 in either direction, and you'll see what I mean.
11 The highways are tore up bad enough. That way once
12 we keep the scenic route it would be a halfway
13 decent route.

14 Between here and the dam there's at
15 least two herds of the long horn sheep. I think
16 it's the most beautiful thing in the world. I
17 don't want them disturbed. They can't say we're
18 tearing up a habitat going the other way.

19 I want somebody to understand what I'm
20 trying to say as well as for me just to sit here
21 and talk through my hat. I know what I'm doing. I
22 went out and looked these places over, so I know
23 what we're going through.

24 The next place if we can't get it that
25 way we'll have to go to Sugarloaf. My best one

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1 would be to bypass the town because of all the
2 truck traffic and stuff. The truck is not going to
3 stop anyway. Why have them coming through the
4 town.

5 We can take it off the record now.

D28

6 MR. SPURLOCK: Robert Spurlock, 901
7 South Boulder Highway, #143, Henderson 89015.

8 It's my belief that the upstream portion
9 of the dam has been forever altered by 700 feet of
10 water and 7 million visitors a year. Whereas
D28-1 11 downstream is still relatively wild territory and
12 unchanged. For that reason, Promontory Point is
13 the only acceptable alternative in my opinion.

D29

14 MS. BURGER: Sue Burger, 1457 Rawhide
15 Road, Boulder City 89005.

16 I'm for it. I work at the dam. I can
17 see firsthand what the traffic problems are, not
18 only for the truck drivers but for tourists
19 visiting the dam and for those people crossing from
D29-1 20 Nevada into Arizona and vice versa.

21 One concern is environmental impact.
22 Seeing how the big horn sheep have adjusted to the
23 road that's been there for some 60 years now, I
24 would imagine they're going to adjust to that too.
25 It's nothing to go to work in the morning and see

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D28 Spurlock, Robert

Response to Comment D28-1

The reasons for identifying the Sugarloaf Mountain alignment rather than the Promontory Point alignment as the preferred alternative are presented in Sections 2.6.1 and 2.6.2 of the FEIS and in response to Comments A10-2, A13-1, and C11-6.

One of the primary reasons the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. The Sugarloaf Mountain route, being only 1,500 feet south of the dam, also passes through a landscape heavily altered by construction of the dam, with numerous electrical transmission towers and lines, substations, and roadways.

D29 Burger, Sue

Response to Comment D29-1

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

The preferred alternative includes four underpasses for bighorn sheep, as well as two bridges and two overpasses that will be designed to encourage safe sheep crossings of the U.S. 93 bypass.

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1 the sheep along the side of the road eating. They
2 don't look like they feel threatened.

3 Basically I'm for it, and I just hope it
4 can be done in the most efficient way with the
5 least impact to the environment. I guess that's
6 it.

D30

7 MS. BLACKWELL: Charlene Blackwell, 132
8 Forest Lane, Boulder City 89005.

9 I think they should scrap the present
D30-1 10 dam project and have all the truck traffic go down
11 through Laughlin.

D31

12 MR. WHELAN: Tom Whelan, 701 Elm Street,
13 #18, Boulder City.

14 Let's see, I understand that the primary
15 reason to build these bridges is for safety, that
16 one of the safety issues is the traffic itself.
17 But a future safety issue is going to be the
D31-1 18 transportation of not only hazardous waste but
19 possibly nuclear waste.

20 Therefore it is my suggestion that the
21 bridge should be as far downstream as it can
22 possibly be. My suggestion would be Laughlin. If
23 we could take this all the way to Mexico, that's
24 really where the hazardous waste and nuclear waste
25 should be crossing the Colorado River because it

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D30 Blackwell, Charlene

Response to Comment D30-1

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9.

As discussed in EIS Section 2.5 and in response to Comment C7-12, NDOT determined that a commercial truck ban on the dam is infeasible with no existing practical alternative crossing. The crossing through Laughlin adds 23 miles to the trip from Las Vegas to Kingman, compared to the bypass crossings near the dam.

D31 Whelan, Tom

Response to Comment D31-1

Please see response to Comment C7-9 for a discussion comparing the near-dam crossings with a Laughlin crossing relative to the potential impact of a hazardous material spill in the waters of the Colorado River. The conclusion is that a major spill at the Laughlin crossing could cause contamination in Lake Havasu, with the potential to affect millions of people being much greater than a similar incident further upstream in Lake Mohave. The CAP and the Colorado Aqueduct originate on this stretch of the river, and both are major water suppliers to metropolitan areas in southern Arizona and southern California.

The LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam Bypass (see response to Comments B1-2 and B1-5).

NDOT has begun preparation of an environmental study for the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the "Boulder City/U.S. 93 Corridor Study" is completely independent from the Hoover Dam bypass in terms of its purpose and need, as well as its potential social and environmental impacts.

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1 would jeopardize the least amount of our water
2 resource if there was an accident.

3 If the issue is safety, none of these
4 three options make any sense to me, because they
5 would jeopardize at least the Mojave if not the
6 Lake Mead Reservoir. Let's move this thing as far
7 downstream as we possibly can.

8 I understand the bridge in Laughlin
9 would cost somewhere around 35 to 40 million.
10 These bridges are around 200 million. Laughlin
11 wants this bridge and wants the traffic to come
12 through their town because they are in an economic
13 slump.

14 Let's make sure the communities along
15 the river benefit and that we respond to the
16 interests and needs of those communities when we
17 make this decision.

18 If any of these three bridges are built,
19 it will turn Boulder City into a median strip
20 between two freeways because NDOT will build a
21 bypass around Boulder City. That bypass will cut
22 us off from our back door which is a recreation
23 area and turn it into a four lane international
24 freeway.

25 That will destroy the property values of

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1 many of the people who live in Boulder City on that
2 side of town, and it will destroy the aesthetic
3 value of the town and many of our opportunities for
4 capitalizing on our greatest resource which is the
5 fact that we're in a beautiful place surrounded by
6 open desert, and we are right up next to a
7 recreation area.

8 Please move the bridge south. Thank
9 you.

10 * * * * *

11 (The proceeding concluded at 8:00 p.m.)

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1 REPORTER'S CERTIFICATE

2
3 STATE OF NEVADA)
4 COUNTY OF CLARK) ss.

5
6 I, Teresa Lynn Dougherty, Certified
7 Shorthand Reporter, do hereby certify that I took
8 down in Stenotype all of the proceedings had in the
9 before-entitled matter at the time and place
10 indicated and that thereafter said shorthand notes
11 were transcribed into typewriting at and under my
12 direction and supervision and that the foregoing
13 transcript constitutes a full, true and accurate
14 record of the proceedings had.

15 IN WITNESS WHEREOF, I have hereunto set
16 my hand in my office in the County of Clark, State
17 of Nevada, this 29th day of October,
18 1998.

19
20
21 *Teresa Dougherty*

22
23 _____
24 Teresa Lynn Dougherty
25 CCR 365

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