

BOULDER CITY  
E1



DEIS Public Hearing October 1998

Comment Sheet

Your Name: John H. Agnew

Your Address: HC 37 Box 973

KINGMAN, AZ 86413

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: OUT OF THE THREE PROPOSED  
ROUTES SUGAR LOAF MT. IS THE MOST REASONABLE  
BECAUSE.

1. OF THE THREE ROUTE IT WOULD COST  
THE LEAST TO BUILD

2. IT WOULD TAKE THE SHORTEST ROUTE

3. WOULD TAKE THE LEAST TIME IN  
CONSTRUCTION 4 YRS 7 MONTHS APPROX.

4. WOULD BE A SAFER ROUTE THEN  
PROMONTORY POINT. BECAUSE BEING BELOW  
THE DAM ANY ACCIDENTS OR FALLING DEBRIS  
WOULD NOT FALL BEHIND THE DAM.

5 & 6 LOCATED WHERE IT IS 0.3 MILES BELOW  
THE DAM IT WOULDN'T INTERFERE WITH  
RAFTING OR HIKING, ETC. & THE COLDNESS  
OVER

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E1-1**

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

One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead. Because the bridge length over water is shorter for the Sugarloaf Mountain Alternative than the Promontory Point Alternative, there is less of a chance for spilled materials or falling debris from the bridge to enter the water. It is proposed to install a spill containment system on the bridge to collect and contain pollutants in the event of an accident. The system would collect the material and convey it to settling basins off of the bridge. The system would also collect roadway pollutants from storm runoff.

See Sections 2.6.2 and 2.6.3 in the FEIS and response to Comments C3-1, C11-6, and E4-1 for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

Your comments: OF THE WATER. INHIBITS  
GROWTH OF PLANTS & WILD LIFE

E2  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Carol S. Anderson, Supervisor, Mohave County, Dist I  
 Your Address: PO Box 7000, Kingman AZ 86402  
 Phone: 520-753-0722

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? I think I am on mailing list.

Yes  No

Your comments: I prefer the Sugarloaf Mountain Alternative, then the Goldstrike Canyon alternative. Both are better than Promontory Point due to visual impact, but more importantly, safety. If there was an accident on the Promontory Point bridge, after construction, the spilled material would contaminate the Lake & possibly upper parts of the Lake, as well as down stream. This potential risk is reduced with the 2 proposed crossings located below the dam. Costwise, I prefer Sugarloaf Mountain. I also prefer the "Stallbrook Bridge," more for "looks" & compatibility to era, & design of the Dam. It's long overdue!! Do "Design-Build"

E2-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

*Thank You  
Carol S. Anderson*

**Response to Comment E2-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. See also response to Comment E1-1 above, which explains some of the reasons that the Promontory Point and Gold Strike Canyon Alternatives are not preferred.

FHWA will continue to serve as the lead agency for construction of the U.S. 93 bypass. One of the project delivery options considered by FHWA was the "design-build" method. Under this method, the new bridge could conceivably be built faster because construction can commence sooner, during the design process, rather than later, as under the traditional process which is "design-bid-build." However, the need for consultation with a Design Advisory Panel during the engineering phase to ensure historic compatibility of design elements with the NHL makes design-build infeasible.

BOULDER CITY  
E3



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Giles C. Andersen  
Your Address: Box 60865  
Boulder City, NV 89006

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

E3-1

Your comments: "Sugarloaf" is, to me, the best, by far,  
of the three choices available now.  
Hwy 95 would be better yet, if possible.

Giles Andersen

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E3-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

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

BOULDER CITY  
E4



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert D. Austin

Your Address: 400 Arizona St - Boulder City 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes      No

Your comments: The presentation of alternates was excellent.

E4-1

It was apparent that the Goldstrike Canyon alternative would be the most desirable because construction activity would be well removed from existing roads, facilities and Hoover Dam -  
However greater costs due to rough landscape and steeper grades, resulting in truck companies objections, could be negative factors -  
NO BUILDING  
A do-nothing alternative is ridiculous - the problem will grow and grow -  
All alternatives have desirable features and advantages -  
perhaps total cost will be the determining factor -

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E4-1**

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

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

The Gold Strike Canyon alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RL BENTON  
 Your Address: 104 GRAHAM CT  
BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: IT IS MY OPINION THAT THE SUGARLOAF  
MOUNTAIN PLAN WOULD BE THE BEST ROUTE. THERE  
IS ONE CONSIDERATION ON THAT ROUTE THAT MUST  
BE ADDRESSED. THAT WOULD BE THE MANY MANY  
TOURISTS THAT WOULD STOP/SLOW DOWN TO TAKE  
A PICTURE OF THE FRONT OF THE DAM. SOME  
PROVISION MUST BE MADE FOR THIS PROBLEM  
I ALSO THINK ANY CROSSING SHOULD BE A TOLL  
ROAD. IT WORKED WELL FOR THE GOLDEN GATE BRIDGE  
AND WOULD WORK WELL HERE.  
I ALSO THINK THAT ANOTHER 30+ YEARS OF  
LOOKING AT THE PROBLEM IS ABSOLUTELY UNNECESSARY  
GET ON WITH THE JOB AND GET IT DONE !!!

E5-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E5-1**

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

The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the new bridge would create a safety hazard. Providing scenic overlooks with views of the dam on the Nevada or Arizona approaches to the Sugarloaf Mountain bridge is infeasible due to the roadway being cut into the mountain on both sides of the bridge, with no space for parking areas, and rock walls blocking the lines of sight (see EIS Figures 2-9, 2-10, 3-9, and 3-10). However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (see EIS Section 2.9). The study assessed toll crossings and other financing options. A toll facility would require legislative action by both states and is not supported by NDOT or ADOT.

E6  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: LEONARD E. BLAKESLEY, JR.

Your Address: P.O. Box 12075  
MARINA DEL REY, CA. 90295

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments:

E6-1

AS A MAJOR PROPERTY OWNER IN  
MOTTAVE COUNTY, I WOULD LIKE TO  
RECEIVE THE FULL EIR REPORT,  
INCLUDING ALL MAPS, AND ALL FUTURE  
UPDATES.

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E6-1**

The author has been added to the permanent mailing list for the U.S. 93 Hoover Dam Bypass Project.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: MARGE BLOCKLEY

Your Address: 301 YUMA COURT  
Boulder City 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I ~~would~~ vote for the Gold Strike Canyon  
Alternative - as it will have little effect on views  
from Hoover Dam - & the other proposals would really have adverse visual

E7-1

I really would prefer that trucks travel  
over the bridge at Vaughlin - There is  
a difficult traffic situation on Highway 93 in  
Hemenway Valley where cross traffic must  
"wait for a break" (in the high speed flow of  
two-way traffic) before entering 93, and  
ever longer to turn left onto 93.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E7-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass in terms of its purpose and need, as well as its potential social and environmental impacts. In discussions with EPA concerning the cumulative impacts of the Hoover Dam bypass, they concluded that the dam bypass does not result in direct, indirect, or cumulative socioeconomic impacts related to Boulder City (personal communication, Dave Carlson, EPA, February 11, 1999).

BOULDER CITY  
E8



DEIS Public Hearing October 1998

Comment Sheet

10/14/98  
Boulder City, NV

Your Name: Wm Brockley

Your Address: 301 YUMA CT  
BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: WOULD YOU PLEASE SEND ME THE  
INFORMATION ON <sup>20 YEAR</sup> USER COSTS FOR THE THREE  
ALTERNATIVE ROUTES BEING CONSIDERED FOR  
THE HOOVER DAM BYPASS PROJECT. THIS INFOR-  
MATION SHOULD HAVE BEEN INCLUDED IN THE  
DEIS. WILL IT BE INCLUDED IN THE REVISED  
DRAFT?

E8-1

AFTER WE HAVE THIS INFORMATION  
IF CAN RELIANTO IT WE CAN GIVE OUR  
OPINION ON OTHER FACTOR ASSOCIATED  
WITH THIS SERIES OF PROPOSALS

Wm Brockley

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E8-1**

Projected 20-year user costs were calculated for each of the three build alternatives and the No Build condition. Total user costs were aggregated from five independent cost categories: capital cost, vehicle-use costs, cost of time, cost of accidents, and maintenance costs. As stated in the EIS, the U.S. 93 Hoover Dam bypass would be completed in 2007; therefore, the 20-year user costs are calculated for the period from 2007 to 2027.

The analysis resulted in a determination of the 20-year user costs for each alternative, as follows:

- No Build \$1,247,750,000 (5.5 miles)
- Promontory Point \$ 654,380,000 (4.0 miles)
- Sugarloaf Mountain \$ 608,320,000 (3.7 miles)
- Gold Strike Canyon \$ 621,090,000 (3.6 miles)

All of the alternatives are considered to begin at a point 1,000 feet east of the Hacienda Hotel (Nevada) and end at Milepost 1.2 (Arizona). Specific distances of alternatives are shown in parentheses above.

A detailed explanation of the user cost analysis, including the approach and assumptions, is presented in Appendix B of the FEIS.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: PAUL BOLTON

Your Address: \_\_\_\_\_

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes                      No

Your comments: SUGARLOAF MOUNTAIN is the preferred alternative in my opinion because it has the minimum impact on the environment, it is the least costly and it is the least obtrusive, visually, in the Hoover Dam Area (It offers a spectacular view of Hoover Dam). The steel or concrete deck arch is more esthetically appealing than the steel suspension type of bridge construction. The "no-build" alternative is not acceptable. Something must be done to safely handle the existing and future increased traffic on Rte 93. We must hope that completion in 2007 is not too late to prevent a tragedy (i.e.) to life and irreparable damage to the environment and, particularly, the Colorado River water resources. Construction should start ASAP! - 1999? Can the red tape be eliminated!

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E9-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility. See response to Comment E2-1 regarding the design-build approach.

BOULDER CITY  
E10



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Layne Brandhagen, Kinley Horn and Associates

Your Address: 1003 Geneva Avenue  
Henderson NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments:

E10-1

# 2 Sugarloaf Mountain alternative  
appears the best from an  
engineering /operational standpoint.

**NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.**

**Response to Comment E10-1**

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

BOULDER CITY

E11



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RICHARD J. BRAVO

Your Address: 1573 RESTRIKUDA DUNES DRIVE  
BOULDER CITY, NV 89005-3649

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: PLEASE SEE ATTACHED TABLE WHICH ATTEMPTS  
TO PROVIDE A BASIS FOR DELETING THE GOLD STRIKE  
CANYON ALTERNATIVE FROM FURTHER CONSIDERATION.

E11-1

**Response to Comment E11-1**

Please see response to Comment C3, which is Mr. Richard Bravo's detailed October 25, 1998, letter and attached table entitled: *Reasons to Discontinue Consideration of the Gold Strike Canyon Alternative for the Hoover Dam Bypass.*

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

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

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

Prepared by Richard J. Bravo  
rbravo@anv.net

ITEM	REFERENCE	PAGE	COMMENT
Project Cost		ES-2 ES-3	The Gold Strike Canyon Alternative (GSCA) cost estimate is 5.4% higher than that for the Promontory Point Alternative (PPA) and 8.8% higher than the Sugarloaf Mountain Alternative (SMA) estimate.
Project Construction Period		2-17 2-31 2-32	Although the GSCA construction requires as much as 6 years, all three alternatives are planned for completion in 2007. GSCA is not likely to be completed before 2008. The Table 3-22 figures on page 3-114 do not seem to be consistent with the 5 and 5-6 year figures used elsewhere.
Noise	Table ES-1	ES-4 3-13 3-14 4-1 6-25	Only the GSCA causes a substantial increase in operational noise level (more than 15dBA) under FHWA, NDOT and ADOT noise abatement policies. This noise level exceeds standards.
Habitat previously undisturbed	Table 3-13	3-27	GSCA disturbs 3.4 times as much previously undisturbed habitat as does PPA and 3.8 times as much as does SMA.
Cliff Habitat	Table 3-13	3-27	GSCA affects 3.0 times as much critical cliff habitat as does PPA and 9.1 times as much as does SMA.
Biological Resources	Table ES-1 Table 3-13	ES-4 3-27	The GSCA disturbs 18 times as much desert wash habitat as does the PPA and 37 times as much as does SMA.
Biological Resources	Table ES-1 Table 3-14	ES-4 3-29	The GSCA causes the loss of 1.5% more marginal desert tortoise habitat than does PPA and 9.2% more than does SMA.
Biological Resources	Table ES-1 Table 3-14 Table 3-15	ES-4 3-29 3-30	The GSCA impacts 2.2 times as much bighorn sheep lambing habitat as does PPA and 2.75 times as much as does SMA. Three times as many sheep water resources are disrupted by GSCA as by either other alternative.
General Habitat concerns	Table 3-13	3-27	The general quality of the habitat affected by GSCA is much higher than that affected by either PPA or SMA.
Developed Acreage	Table 3-18	3-60	The total developed acreage is 15% less for GSCA than for PPA and 7% less than SMA. This would seem to favor the GSCA, however the quality of the GSCA acreage is much higher (see above).

ITEM	REFERENCE	PAGE	COMMENT
Water Resources	Table ES-1	ES-4	GSCA has the greatest potential for construction impacts.
Cultural Resources	Table ES-1	ES-5 3-48 3-49 3-66	Both PPA and SMA are claimed to have adverse effects on the historical visual setting of Hoover Dam, while GSCA does not. The DEIS states that only the SMA visual impact can be mitigated by the use of suitable design and materials. It seems obvious that the PPA visual impact can be mitigated by the same techniques that would be used for the SMA. These visual effect opinions were given more than eight years ago and they should be critically re-evaluated. There is no way to mitigate the visual effect that the GSCA would have on Gold Strike Canyon. Regardless of the alternative selected, the new facilities will be visible from at least one viewpoint.
Cultural Resources	Table ES-1	ES-5	Five historic features eligible for, or listed in, the NRHP are potentially impacted by GSCA versus four for either PPA or SMA.
Section 4(f)	Table ES-1 Table 6-1	ES-5 6-7	1.46 times as much 4(f) land is impacted by GSCA as is by PPA. 1.22 times as much 4(f) land is impacted by GSCA as is by SMA.
Visual Resources	Table ES-1	ES-5	Only the GSCA would forever alter the view of Gold Strike Canyon. There are no other geothermally active canyons like Gold Strike below the Grand Canyon, and maybe above it as well.
Recreation Resources	Table ES-1	ES-5	Only the GSCA would close the Gold Strike Canyon hiking trail for 5-6 years. It would also result in a bridge that, in itself, is not likely to be a tourist attraction.
Fills in Waters of the U.S.	Table 3-16	3-31	The required temporary and permanent fills for GSCA are much higher than for either PPA or SMA.
Roadway Profiles		3-37	Only 29% of the GSCA roadway has a grade less than 3%, compared to 80 to 90% for PPA and SMA. This typically increases erosion.
Water Quality		3-37 3-38	Because of the steep slopes involved, GSCA is felt to have the greatest potential for impacting live water quality from erosion both during construction and under operational conditions.
Archeological Sites		3-50 4-2	Both the PPA and SMA APEs have two archeological sites, the GSCA APE has none. Unavoidable adverse impacts will occur at these sites.
Cultural Resource Effects, Mitigation Measures	Table ES-3	ES-10	There are five historic features endangered by the construction of the GSCA, and four each for PPA and SMA. Some mitigation of this danger, other than SHPO consultation, needs to be implemented.

ITEM	REFERENCE	PAGE	COMMENT
Land Use/section 4(f) Effects, Mitigation Measures	Table ES-3	ES-11, 3-15	Only GSCA requires the installation of a 7000-foot-long noise barrier to even approach compliance with federal and state noise abatement policies. It is not clear whether the considerable cost of this barrier is included in the \$215 million cost estimate for GSCA.
Visual Resource Effects, Mitigation Measures	Table ES-3	ES-11	No coloring of concrete or steel will allow the highway to blend in with the natural scenic beauty of Gold Strike Canyon.

10/14/98/RJB

BORDER CITY  
E12



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Jerry Cannon  
Your Address: 406 S 4th Ave Wilson 85701

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments: \_\_\_\_\_

E12-1

Prefer Sugarloaf Mountain alternative  
least cost -  
built where enviro features already damaged  
good fit for new bridge  
can be made to be visually compatible  
road grade reasonable

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E12-1**

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

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

The profile grade for the Gold Strike Canyon Alternative is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

BOULDER CITY  
E13



DEIS Public Hearing October 1998

Comment Sheet

Your Name: GREGORY CARLTON

Your Address: 2190 EAST VIKING RD  
LAS VEGAS NV 89109

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments: I believe that the project is a very worthwhile undertaking and therefore deserves to have the best quality workmanship available in this area. Do the local unions provide superior experience as well as quality control. In view of the number of people who will utilize the bridge and the safety factor, it is my opinion that the local unions should work this project. In addition, their members are local residents, and/or homeowners in the area, and the monies expended on this project will be returned to the local economy.

E13-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E13-1**

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

BOULDER CITY  
E14



DEIS Public Hearing October 1998

Comment Sheet

Your Name: COOPER, DANIEL K

Your Address: 512 CINDERTREE LN  
BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes      No

Your comments: SUGARLOAF MOUNTAIN BRIDGE SEEMS TO BE  
THE BEST ALTERNATIVE IN EVERY RESPECT, THE QUESTION  
IT COULD BE BUILT THE BETTER.

BEING AN EX-GUIDE AT THE DAM IT WOULD  
SEEM MANDATORY TO BUILD SAFE INTERCHANGES  
ON THE NEVADA AND ARIZONA SIDES SO THAT PEOPLE  
WOULD WANT TO GO TO SEE THE DAM AND SO

E14-1

BRIDGE  
SHOULD BE ASAP FOR ALL TRUCKS AND FOR ALL  
PEOPLE WHO WANT OR DON'T WANT TO TAKE  
A TOUR OF THE DAM, BUT KEEP THE EXISTING  
ROAD ACROSS THE DAM USABLE FOR THOSE  
PEOPLE WHO WANT TO SEE THAT GREAT ENGINEERING  
PROJECT — GO FOR IT —

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E14-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The Sugarloaf Mountain Alternative can be officially adopted after approval of the ROD in early 2001. After the ROD, engineering of the roadways and bridges will be completed, and construction should begin by 2002 and be finished in 2007.

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Detailed traffic analysis will be completed during final design to determine whether at-grade crossings or grade-separated interchanges are required to accommodate the expected volumes of vehicles exiting to or returning from the dam crossing.

BOULDER CITY  
E15



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ANDREW N. DENISON

Your Address: H.C. 37 Box 966 KINGMAN  
AZ. 86413

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: I VOTE FOR THE SUGARLOAF  
OPTION.

(1) GETTING THE COAST GUARD INVOLVED  
MEANS MORE DELAY AND MORE COST  
FOR THE PROMONTORY POINT OPTION

(2) THE LONG 6% GRADES OF THE  
GOLD STRIKE OPTION ARE A REAL  
NEGATIVE. WE DO GET ICE HERE  
ON OCCASION AND LIVES WILL BE  
LOST. THE 1/2 MILE 6% GRADE  
ON THE SUGARLOAF OPTION ISN'T  
TOO BAD. AN EFFORT SHOULD BE  
MADE TO MINIMIZE IT HOWEVER.

(3) THE SUGARLOAF IS THE CHEAPER  
OPTION

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E15-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Unlike the Promontory Point Alternative, the preferred alternative will utilize a clear-span bridge requiring no structures in navigable waters and avoiding a Coast Guard permit (see EIS Section 3.3.3.1, Waters of the United States).

The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

E15-1

BOULDER CITY  
E16



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JACK & MARILYN DOTY

Your Address: Box 60304  
Boulder City NV 89006

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? ✓ Rec'd

Yes No

Your comments: In our opinion the Promontory Point bridge would detract from the overall looks of the dam. It will lose its identity.

The Goldstrike Canyon Alternative is far too expensive and has more impact on wildlife.

The Sugarloaf Mountain Alternative is the least expensive, appears to be the straightest and shortest road. From it there is still a view of the dam. How can there be any question that Sugarloaf should be the wisest selection.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E16-1**

As discussed in the EIS Section 4(f) Evaluation, FHWA and NPS determined that construction of a bridge at the Promontory Point crossing location would result in Hoover Dam being adversely affected by alteration of the historic views of the dam from U.S. 93 and that these visual impacts cannot be mitigated. Regarding the Sugarloaf Mountain Alternative, the adverse visual effect can be mitigated by application of measures stipulated in the PA. The measures developed with the SHPOs to mitigate the visual effects of the bridge on the dam are discussed in the FEIS (Section 3.5) and will be adopted in the ROD for this project.

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon alignment has the most substantial impact on desert bighorn sheep lambing habitat and movement corridors (see EIS Section 3.3 and Table 3-14). It would impact over two times as many acres of lambing habitat as the next most damaging alternative, the Promontory Point alignment.

BOULDER CITY  
E17



DEIS Public Hearing October 1998

Comment Sheet

Your Name: William Edwards

Your Address: 600 Ave C  
Boulder City NV. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

E17-1 Your comments: SUGARLOAF - the way to go

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

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E17-1**

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

BOULDER CITY  
E18



DEIS Public Hearing October 1998

Comment Sheet

Your Name: DARRELL FAGG  
Your Address: 6901 E. LAKE MEAD BLV. #1139  
LAS VEGAS NV. 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I WOULD LIKE TO SEE THE  
GOLD STRIKE CANYON STEEL ARCH BRIDGE.  
TRAFFIC ON HOVER DAM IS UNREAL.  
ALSO IT WOULD BE NICE FOR THE CONTRACT  
TO GO TO A UNION CONTRACTOR.

THANK YOU

Darrell Fagg

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E18-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

E19  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Bobbie Fitzgibbons

Your Address: Box 38 Box 566, Lee Canyon  
Mt. Charleston, WV 26044

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: My concerns are: Impact to Trout  
fishing below the dam. So against the  
Goldstrike Canyon Bridge - That's where the  
best fishing is and has been for 45 years.  
Noise concern is very high in the  
Canyon below the dam also. Environmental:  
There would be less noise if Promontory  
Point were chosen. I do not feel that  
Promontory Point would affect the view  
that much to be able to see Hoover Dam.  
My second choice would be Sugarloaf  
Mountain for the same reasons as  
stated above.

E19-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E19-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. Building the Gold Strike Canyon Alternative would result in a permanent noise increase of approximately 26 decibels on the A-scale (dBA) along the canyon trail from highway traffic on the new route. With noise barriers, the projected noise level increase can be reduced to 20 dBA above existing conditions; however, this still represents a "substantial increase" under FHWA and NDOT abatement policies.

Although the Promontory Point alignment is 500 feet closer to the dam than the Sugarloaf Mountain crossing, the project noise study concluded that there is no discernable difference between these alternatives in term of their noise impact in the vicinity of the dam and visitor's center (see EIS Section 3.2.2.2). The Sugarloaf Mountain Alternative would result in a 5 dBA noise level increase over existing conditions at the raft put-in below the dam, but this increase is not significant and is well below the federal and state standard.

One of the primary reasons the Promontory Point Alternative was not selected as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

E20  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Mr. PAT Fitzgibbons

Your Address: HCR 38, Box 566,  
Lee Canyon, Nevada 89124

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list? did receive.

Yes      No

Your comments: Concerned About Gold Strike Canyon Alternative due to effect on the environment. Also on fishing-boating on the river. would prefer Promontary Point or Sugarloaf. Have been fishing-boating on the river Detour Hoover Dam for 44 years. Also concerned about noise of traffic after the bridge is completed.

**Response to Comment E20-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative, and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon alignment has the most substantial impact on the environment, especially desert bighorn sheep lambing habitat and movement corridors (see EIS Section 3.3 and Table 3-14). It would impact over two times as many acres of lambing habitat as the next most damaging alternative, the Promontory Point alignment. Also, see EIS Section 3.2.2 and response to Comment E19-1 for discussion about the substantial noise impact of the Gold Strike Canyon Alternative.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Boulder City

E21



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Dan Gibson

Your Address: 1346 Denver St.

Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: See no reason why the

Sugarloaf route should not be  
utilized using the concrete cable-  
stayed bridge. The location does  
not appear to affect the visual  
aspect of the surrounding  
environment. The concrete cable-  
stayed bridge is visually more  
preferable to me personally.

E21-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E21-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. For a discussion of the visual effect of the bridge on the surrounding environment, see Section 3.7.2.2.

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility. See response to Comment E2-1 regarding the design-build approach.

BOULDER CITY  
E22



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Jennifer Glynn

Your Address: 800 N. Major #113  
Henderson NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I feel that this bridge project is  
very much needed! The area is growing  
so fast that the passage over Hoover Dam  
needs to be updated. I am in favor of  
the Gold Strike Canyon route. I believe  
that building it close to the dam will  
take away the "awe" from it. Plus the  
building of the bridge will create many  
jobs (hopefully all union!)

E22-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E22-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

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

BOULDER CITY

E23



DEIS Public Hearing October 1998

Comment Sheet

Your Name: William Govea

Your Address: 78 X 5 W. Palmyra Rd # 1010  
Las Vegas, NV 89114

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I would like to see  
the arch steel bridge go up  
its more sturdy and better  
than the steel in case the  
dam went - I think the  
bridge is a great as far  
as traffic is concerned

E23-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E23-1**

The method of project delivery may influence the type of bridge selected for construction. Under the "design-build" method, design competitors would recommend innovative approaches and alternate designs (e.g., steel or concrete deck arch versus cable-stayed suspension) to ensure least cost, while maintaining architectural compatibility.

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

BOULDER CITY

E24



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert Huffman  
 Your Address: 552 Cherry St Boulder City, Nev. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: Neither one of the three choices that were given addresses the traffic problem in Boulder City. I know that is a state problem & this is a federal problem, but it is all traffic. I just think the state & the federal gov. would cooperate a little better & correct both problems at once.  
Of the three choices given I think the Gold Strike is the best. It separates the traffic further away from the dam & there would be less impact on wildlife because of the bridges. Also in case of a spill it will not affect the water supply for Boulder City or Las Vegas. The cost of fixing both problems together will be far less than doing it piece meal.

E24-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E24-1**

See response to Comment B1-4. Addressing the traffic problem in Boulder City is not part of the Hoover Dam Bypass Project purpose and need. NDOT has begun preparation of an environmental study for the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT has determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

Because the bridge length over water is shorter for the Gold Strike Canyon Alternative than the Promontory Point Alternative, there is less of a chance for spilled materials or falling debris from the bridge to enter the water. In addition, since the Gold Strike Canyon Alternative spans the river below Hoover Dam, contamination to Lake Mead as a result of a spill is essentially eliminated. However, see Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

BOULDER CITY  
E25



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Ralph Hughes  
Your Address: 5995 Yellow Stone Ave  
Las Vegas Nevada 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I was favorably impressed  
by the presentation. My opinion would be  
the Promontory Point Alternative, as it  
would solve the problems. Also I think  
it would enhance the view of the  
dam. I believe the bridge would  
become a World Famous Landmark.  
It also seems the lightest  
impact on the environmental values.

E25-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E25-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions would be implemented during construction.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Promontory Point (or the Sugarloaf Mountain) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RHOA REYER Hughes

Your Address: 5945 Yellowstone  
LAS VEGAS NV 89115

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I like the Promontory Point

Suspension Bridge. It is attractive and  
would add to our beautiful scenery.  
Boulder City already has the Transic  
anyway so it shouldn't make that much  
difference.

Plus it would deter the possible  
shipping of any nuclear waste and  
stay within our state.

The grade going to the Suspension Bridge  
would be easier for the trucks  
also.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E26-1**

See response to Comment B1-4. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. The Sugarloaf Mountain alignment, the preferred alternative, and the Promontory Point alignment each have only 0.5 mile of grades steeper than 5 percent.

E26-1

BOULDER CITY  
E27



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ISHIKI JAMES

Your Address: 1908 MISTY GLADE DRIVE

LV. NV 89119 897-9519

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments: I understand the necessity of the H.D. bypass.

Is there any source of information that projects the possible effects on personal communities i.e. Oslan Springs?

I would be interested in learning about potential socio-economic impacts on outlying areas which may become the eastern directed version of Lehmanp

E27-1

**Response to Comment E27-1**

In discussions with EPA concerning the effects of the Hoover Dam bypass, they concluded that the project does not result in indirect or cumulative socioeconomic impacts to Boulder City or other outlying communities in the region (personal communication, Dave Carlson, EPA, February 11, 1999). See the discussion of cumulative impacts in the FEIS Chapter 5.

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

BOULDER CITY

E28



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Lily Keller

Your Address: 639 Marina Dr

Boulder City NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: I have been a resident of Clark County for 33 years and a permanent resident of Boulder City since 1985.

I feel strongly that truck traffic should not go through Boulder City, thus an alternate route for the protecting of Hoover Dam should be addressed by routing truck via Laughland.

E28-1

If either one of the bridges is constructed what will be done to <sup>the</sup> Hwy. 93's increased congestion?

I think addressing only the Hoover Dam project and not the effect on Boulder City traffic project <sup>at the same time</sup> is inappropriate.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E28-1**

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

Addressing truck traffic issues in Boulder City is not part of the Hoover Dam Bypass Project purpose and need. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass.

The proposed project will substantially reduce traffic congestion on U.S. 93 in the vicinity of the dam crossing. The traffic analysis for this project forecasted a split of 6,100 AADT over the dam and 19,900 AADT on the new bridge in the year 2027. The LOS is forecasted to be improved from a current LOS F over the dam to LOS B over the new bridge in year 2027 (see EIS Appendix A).

BOULDER CITY  
E29



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Ronald W. Keller

Your Address: 639 Marina Drive  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I am a resident of Clark County and have lived in Boulder City since 1980. I fail to understand why any of your three Dam Bypass Projects would be considered when you have all the open space to build a highway to Arizona beginning at Railroad Pass. This would bypass the crowded US 93 that goes through Boulder City and on to the Dam. Why is our city (area) any different from many other states where highways and bridges were built in wide-open spaces opening traffic out of congested areas. Two things happened, it made the quality of life better in those congested areas, but most of all got people from "A" to "B" much more quickly and safer. Hopefully none of the three choices presented at this hearing will be chosen as it will truly

E29-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.  
not remedy the hotel problem. Be more realistic about an alternative route and charge a "toll" at the bridge, like they do in many other states.

**Response to Comment E29-1**

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the Hoover Dam bypass. The purpose and need for the Hoover Dam bypass relates directly to solving the traffic congestion and accident problems on the dam and approach roads, not to addressing traffic problems in Boulder City.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass. The study assessed toll crossings among other options (see EIS Section 2.9). The scope of the study is focused on the viability of tolling a new bridge crossing near the dam, rather than on the dam itself. Serious present and projected congestion levels and delay time experienced for several miles near the dam would argue strongly against placing a toll crossing on existing U.S. 93 over the dam.

E30  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Rebecca Kinn

Your Address: 9340 Villa Ridge Dr.  
Las Vegas, NV 89134

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: Very good presentation, well organized  
and the representatives at each station were very  
informative. Excellent

E30-1

I vote for the Sugarloaf Mountain route.  
Looking forward to using the new highway.  
P.S. A toll bridge is a good plan, and restricting  
truck use is very good, too.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E30-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The proposed project will remove all commercial truck traffic and automobile through-trips from the dam to the new bridge, thereby substantially reducing traffic congestion on the dam crossing.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (see EIS Section 2.9). The study assessed toll crossings and other financing options. A toll facility would require legislative action by both states and is not supported by NDOT or ADOT.

BOULDER CITY

E31



DEIS Public Hearing October 1998

Comment Sheet

Your Name: L. H. Kos

Your Address: 1400 Colorado St, #C  
Boulder City, NV 89005-2402

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: Promontory Point is too dangerous  
a location. One major accident involving  
hazardous materials would greatly endanger  
the entire lake. Traffic would be tied up  
indefinitely.

E31-1

Past accidents on the dam or on its  
near approaches have closed the route for hours.  
These happened at relatively slow speeds. Imagine  
a 60 mile-per-hour accident!

Traffic up Highway 93 through Hemenway  
Valley and into Boulder City is a major  
concern and will only increase. There is a  
noise factor at present, even at night. The  
accident rate has increased. This can be verified  
by police records. These concerns need to be  
addressed.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E31-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions near the dam would be implemented during construction of the bridge over Lake Mead.

Evaluation of the Boulder City/U.S. 93 Corridor is included in NDOT's Statewide Transportation Improvement Program (STIP) (1998). Traffic noise, congestion, and accidents through Hemenway Valley and in Boulder City are currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999.

E32  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: MARK KOSTNER

Your Address: 4755 Deckow #21 LVNV 89119  
markkostner@hotmail.com

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes

No

Your comments: I prefer the Gold Strike Canyon or Sugarloaf Mountain. I am opposed to the Promontory route.  
This bridge should be built as an attractive work of art similar to the Golden Gate Bridge or Royal Gorge, particularly if tolls are charged, so it would be a must see attraction for Las Vegas, and tourists would pay for it.  
I also believe the roadway should be 6 lanes - 3 each way. Las Vegas has a projected build out population of 3-4 million. Perhaps the bridge should be built with the capability of being a double decker bridge, if the population does indeed grow as projected.  
(over)

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E32-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

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

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials. It is presumed the bridge that is built will have to be of a type and material that is viewed as complimentary to the Hoover Dam National Historic Landmark (NHL).

The traffic analysis conducted for the Hoover Dam bypass determined that a four-lane divided bridge will have sufficient capacity to handle approximately 20,000 vehicles per day in year 2027, at a good level of service (LOS B). That capacity is sufficient to meet the anticipated traffic demand for 30 years and well beyond.

Your comments: I prefer the Gold Strike Canyon  
foremost as a scenic entrance to Nevada, much  
as the Virgin River Canyon route down I-15 is.

BOULDER CITY

E33



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JACK KUSTER

Your Address: 1527 SHERRI LANG

BOULDER CITY NEVADA 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

DID RECEIVE

Yes No

Your comments: I am deeply concerned, and greatly disappointed with the result of 3 (three) bridge locations. This leaves Boulder City with a horrible case with the projected traffic increase through the city until such time as the Nevada DOT gets around to studying, planning, and maybe constructing it some future time. I am a strong advocate of "one simple single bypass" on river bridge. Be it from below the pass to "1/2 @ Willow Beach, or thru Laughlin, to Kingman. Leave Boulder City as it is. I probably won't be here @ 77 when the first shovel is used, but I believe

E33-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

Response to Comment E33-1

See response to Comment B1-4. In November 1999, NDOT began an environmental study for improvements to the segment of U.S. 93 between the Wagonwheel interchange and the Hacienda Hotel. In programming this project, NDOT determined that the Boulder City/U.S. 93 Corridor project is completely independent from the dam bypass. The purpose and need for the Hoover Dam bypass relates directly to solving the traffic congestion and accident problems on the dam and approach roads, not to addressing traffic problems in Boulder City.

The Willow Beach Alternative was eliminated from further consideration because it requires about 19 additional miles of new highway construction resulting in substantially greater environmental impacts - most notably impacts to Section 4(f) lands (public park and recreational areas) - and higher costs. See EIS Section 2.5 and response to Comments C4-1, C4-2, C4-3, and C4-4.

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

Your comments:

in doing things right, for the general population, and not to the wishes of a few poles and their friends, and contributors.

Think of what BC will be like with no thru traffic. It is not a destination city.

Null of this.

I have said my piece.

I will be "stuck" with the "owers" decisions, albeit not in the public interest.

\* All the objections, reasons, can't do's, and restraints are nothing more than lame excuses. All of these, including "no toll bridges in the world" per Gov. Miller, require only legislative action, government fiat and/or ingenuity, and as our Congress knows, "create red rock keeping".

A dam by Cambridge, and a later B.C. Bypass will probably result in deteriorated BC, no lack of tourism ~~and~~ visitation.

That

E34  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: DON LAUGHLIN

Your Address: RIVERSIDE HOTEL  
LAUGHLIN NV

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: THE ROUTE YOU ARE USING  
NOW IS WORKING OUT VERY GOOD SO  
LEAVE WELL ENOUGH ALONE. THIS  
WILL GIVE LAUGHLIN A SHOT IN  
THE ARM AND ALSO GIVE THE STATE  
GAMBLING TAXES AND MORE MONEY  
FOR NV. BUILD A NEW BRIDGE AT  
LAUGHLIN AND YOU CAN CONTROL ANY  
ACCIDENT THAT MIGHT HAPPEN ALSO  
WIDEN HIGHWAY 95 FROM 163 TO THE  
RAIL ROAD PASS CASINO, AND THERE YOU  
HAVE IT, QUICK AND EASY. IF YOU PUT IT IN  
TO THE GOLD STRIKE CASINO THAT IS OUR  
SENATOR ENSIGN'S PLACE OF BUSINESS  
HOW SWEET

E34-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E34-1**

For detailed discussion of the rationale for eliminating the LBA (Route 95/163/68), please see EIS Section 2.5 and Appendix B, and responses to Comments B1-5, B1-7, C7-2, C7-3, C7-4, and C7-9. Furthermore, the LBA might have economic benefits for communities along this route; however, this is not part of the purpose and need for the Hoover Dam bypass (see response to Comment B1-2).

Your comments: COST <sup>100</sup> (A) MILLION LESS

AND IS DONE IN TWO YRS.

BOUTEF CITY  
E35



DEIS Public Hearing October 1998

Comment Sheet

Your Name: REAGAN LIENHARD

Your Address: POB. 776

MEADVIEW, AZ 86444

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: AS A BUSINESS OWNER IN ARIZONA

I AM IN FAVOR OF THE GOLD STRIKE CANYON

ROUTE. THE MAIN GOAL OF THIS PROJECT SHOULD

BE THE SAFE A "SPEEDY" MOVEMENT OF TRAFFIC

BETWEEN THOSE TWO STATES. ERECTING A BRIDGE

IN ANY OTHER LOCATION WOULD ONLY GIVE US

THE TRAFFIC SLOW DOWNS WE NOW EXPERIENCE

BY TOURISTS STOPPING AND STAYING TO VIEW THE

LAKE AND THE DAM.

Thank you,

E35-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E35-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative would not be a faster route because, although 0.1 mile shorter than the preferred alternative, it has the steepest vertical alignment. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Sugarloaf Mountain (or the Promontory Point) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

E36  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: CARL W LINDBERG  
 Your Address: 2221 W BONANZA RD COND 6 NO 60  
LAS VEGAS NV 89106

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: SHORTEST DISTANCE BETWEEN TWO (2) "  
POINTS IS A STRAIGHT LINE. "BEST GEOMETRY"  
"GOLD STRIKE CANYON ALTERNATIVE"  
THE ONLY WAY TO DO THE "ENGINEERING  
PROJECT" WHEN IT IS DONE  
SUGAR MOUNTAIN ALTERNATIVE IS TOO  
CLOSE TO HOVER DAM!

MAKE MY DREAM COME TRUE

THANK YOU - VERY MUCH!

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E36-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative, although 0.1 mile shorter than the preferred alternative, has the poorest horizontal and vertical alignments. It also has a curve at each end of the proposed bridge. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent.

Similar to Gold Strike Canyon, construction of the Sugarloaf Mountain Alternative will all be done on new alignment, except at the tie-in points with existing U.S. 93 in Nevada and Arizona. Hence, disruption of U.S. 93 traffic and dam activities will be minimized.

Given its proximity to Hoover Dam, there will be no stopping for views of the dam on the new Sugarloaf Mountain bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard (see EIS Section 3.8.2.2).

E37  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Paul McCormick - on state PANAMEX Corridor  
Task Force  
Your Address: 825 Country Club - Kingman, Az - 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments:

*I feel Sugarloaf is the best route  
(most direct - with the least problems) in construction  
from (See decline incline)  
I feel with 4 million already committed + State  
State asking for part of 140 million committed  
over the next 3 years (State of Ar. will be asking  
for part of this 140 million each year - We request  
that you set up a slope of that 140 million each year  
I don't want to continue to push our federal Congress  
to raise for any money we can get.  
The Governors of all the Panamex corridor  
should help push for this bridge.*

*Paul McCormick*

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E37-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Concerning the vertical grade, the preferred alternative has only 0.5 mile of grades steeper than 5 percent.

NDOT and ADOT conducted a financial feasibility study to determine viable funding sources for the Hoover Dam bypass (June 2000). The study assessed toll crossings and other financing options (see EIS Section 2.9).



BOULDER CITY  
E39



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Pat & Ray Miller  
 Your Address: 613 All Prods  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments:

*We favor the Sugarloaf Alternative with gate screen blocking dam from view with steel deck arch would be the best plan for all involved. Build the sooner the better before something tragic happens.*

*A bridge below the dam would be a better plan if a spill should ever happen. The impact on public water would be less.*

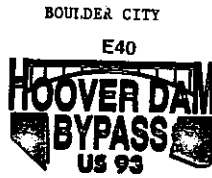
E39-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E39-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Hoover Dam may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard.

A major reason the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. To protect the Colorado River, the Sugarloaf Mountain bridge will have a containment system to collect and contain pollutants in the event of a spill. The system would collect the material and convey it to settling basins off of the bridge. The system would also collect roadway pollutants from storm runoff.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: John Moe

Your Address: 7457 Chateau St Jean  
Las Vegas NV 89128

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I would like to see  
the steel arch bridge built

E40-1

This bridge project is long  
over due

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E40-1**

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.

E41  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Robert B. Morrissette

Your Address: 718 Grandview  
Kingman AZ 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

E41-1 Your comments: In favor of Sugarloaf

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

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E41-1**  
FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision.

BOULDER CITY

E42



DEIS Public Hearing October 1998

Comment Sheet

Your Name: J.D. NIELSEN

Your Address: 800<sup>N</sup>. MAJOR #113

HENDERSON NV 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I AM HOPING + PRAYING THAT THE BUILDING OF THIS BRIDGE WILL BE A GO! BEING A UNION IRON WORKER OF COURSE WE WANT TO BUILD IT! ALSO BEING A RESIDENT OF CLARK COUNTY ITS NO SECRET HOW BAD THE TRAFFIC AT THE DAM IS. THERE ARE WAYS TO BUILD IN THE DESERT WITH OUT DAMAGING THE LAND IF YOU NEED TO LEARN HOW THAT IS DONE, GIVE SOUTHERN NEVADA WATER AUTHORITY A CALL I'VE DUG UP, ~~LAYED~~ LAYED AND ~~WELDED~~ WELDED OVER 50 MILES OF BIG PIPE THE DESERT AND WILD LIFE SURVIVED JUST FINE. ALL IT TOOK WAS A TEAM EFFORT AND A LITTLE TRAINING! (108"

E42-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E42-1**

Federal contracting regulations will be adhered to, including Davis-Bacon rates to establish minimum labor rates. The federal government has no control over contractors using union or nonunion labor. The contractor(s) shall be responsible for their own hiring practices.

E43  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Bradford D. Olbert

Your Address: 273 S. Gibson Street, Gilbert, AZ 85296

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: Of the three build alternatives, the Sugarloaf Mtn. alternative appears to be the best solution. However, I do not like the concrete cable-stayed option for the bridge.

E43-1 I have a difficult time believing that the Gold Strike Canyon ~~option~~ alternative would be able to maintain truck speeds of 55mph at a 6% grade. Adding climbing lanes would increase construction costs significantly. (See back page)

I don't like the location of the bridge in the Promontory Point alignment. It's a poor view of a very significant monument.

(over)

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E43-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. The profile grade is by far the worst of the three build alternatives and includes more than 2.5 miles of grades steeper than 5 percent. The preferred alternative has only 0.5 mile of grades steeper than 5 percent. This considerably greater length of steep grades would adversely affect truck speeds on the Gold Strike Canyon alignment; however, climbing lanes were not considered in development of this alternative.

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.

As stated in the EIS (Section 3.8.2.2), there would be no stopping for views of the dam on the new Promontory Point (or the Sugarloaf Mountain) bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard.

The dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). Detailed traffic analysis will be completed during final design to determine whether at-grade crossings or grade-separated interchanges are required to accommodate the expected volumes of vehicles exiting to or returning from the dam and visitor's center.

Your comments:

The visual view with the Sugarloaf alternative would be fantastic.

\* A review of Appendix A showed ~~that~~ no analysis of the impact of the steep grades upon truck/bus/recreational vehicle speeds. This will be a significant aspect since they represent 24% of the traffic volume!! This will have a major effect on the LOS for the highway.

How do you get to the new visitor center from the three alternatives?

BOULDER CITY



DEIS Public Hearing October 1998

Comment Sheet

Your Name: RONALD PERRY

Your Address: 101 TEMPLE ROCK RD  
BOULDER CITY NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: FAVOR either Bridge site  
below the dam, BUT the MAIN thing  
is to get with the project.

E44-1

Get studies done and MOVE!!!

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E44-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The only alignment above the dam, the Promontory Point Alternative, was not the preferred alternative largely because of the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply.

BOULDER CITY

E45



DEIS Public Hearing October 1998

Comment Sheet

Your Name: ROGER PRATHER

Your Address: 1321 APPALOOSA RD.  
BOULDER CITY, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: NONE OF THE THREE PROPOSED ALTERNATES/BYPASSES WILL KEEP HIGH-LEVEL NUCLEAR WASTE TRUCK TRAFFIC OUT OF BOULDER CITY.  
SUGGEST THE OLD "WILLOW BEACH" BYPASS ROUTE PROPOSAL BE RE-CONSIDERED.  
SUGGEST A ROUTE TO KEEP HIGH-LEVEL NUCLEAR WASTE, AND OTHER HAZARDOUS MATERIALS TRUCKS OUT OF BOULDER CITY BE PLANNED AND CONSTRUCTED ASAP (I.E. BEFORE YUCCA MOUNTAIN OPENS).  
OF THE THREE REMAINING PROPOSALS STILL UNDER CONSIDERATION, THE GOLD STRIKE CANYON ALTERNATIVE IS THE BEST, BECAUSE IT WILL HAVE THE LEAST VISUAL (NEGATIVE) IMPACT ON OUR HOVER DAM SCENE.

E45-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E45-1**

See response to Comment B1-4. Resolving truck traffic issues in Boulder City is not part of the Hoover Dam Bypass Project purpose and need.

The Willow Beach Alternative was eliminated from further consideration because it requires about 19 additional miles of new highway construction resulting in substantially greater environmental impacts – most notably impacts to Section 4(f) lands (public park and recreational areas) – and higher costs. See EIS Section 2.5 and response to Comments C4-1, C4-2, C4-3, and C4-4.

Evaluation of the Boulder City/U.S. 93 Corridor is included in NDOT's STIP (1998). Rerouting of U.S. 93 truck traffic around Hemenway Valley and Boulder City, among other alternatives, is currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999.

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. Construction of the preferred alternative will have an adverse effect on Hoover Dam due to the introduction of visual elements that are out of character with the landmark. As required under Section 106 of the NHPA, FHWA consulted with the Nevada and Arizona SHPOs and entered into a PA with the SHPOs, the federal ACHP, and other parties committing to measures that will mitigate the adverse effect. Those measures will be adopted in the ROD for this project.

BOULDER CITY  
E46



DEIS Public Hearing October 1998

Comment Sheet

Your Name: George Quinn

Your Address: 1133 Olmo Way  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: Of the proposals available I would  
select the Sugarloaf Mountain Bridge. The  
projected costs are less - it is better than the dam and  
it will provide some views.

E46-1

My big remaining concern is how is the  
traffic to be handled in Boulder City. The  
any other thought being given to diverting the  
then traffic around the city. Traffic in town  
today is a problem, it will increase with an improved  
crossing - we will now be drawing it.

Thank you  
N. Quinn

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E46-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. Hoover Dam and Black Canyon may be visible from high-profile vehicles traveling over the Sugarloaf Mountain bridge; however, the high elevation of the bridge, relative to the dam and river, and the safety rail will minimize viewing opportunities. The EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge. Parking, pedestrians, and bicycles on the bridge would create a safety hazard. However, in anticipation of great public desire for views of Hoover Dam from the new bridge on the Sugarloaf Mountain alignment, FHWA will study the technical feasibility of a separate viewing facility associated with the bridge (see response to Comment A12-2).

Rerouting of U.S. 93 traffic around Hemenway Valley and Boulder City, among other alternatives, is currently being evaluated by NDOT as part of their Boulder City/U.S. 93 Corridor Study, which began in November 1999. See response to Comment B1-4.

BOULDER CITY  
E47



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOHN REMENTERIA

Your Address: 1514 SANDRA DRIVE,  
BOULDER CITY, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes      No

Your comments: ALL THREE ALTERNATES  
REQUIRE THE CLOSING OF THE ROAD  
OVER THE DAM. I'VE HEARD THE GRISLY  
RUMOR THAT THE DAM ROAD WILL ONLY  
BE OPEN TO GOVERNMENT OFFICIALS FOR  
PRIVATE EVENTS TO ENTERTAIN THEIR  
FAMILIES AND FRIENDS. IRREGARDLESS OF  
WHICH ALTERNATE IS CHOSEN, I THINK  
THE DAM ROAD ITSELF SHOULD BE KEPT  
OPEN FOR TOURISTS & LOCALS. ALLOW  
NOTHING LARGER THAN A VAN OR STATION  
WAGON TO CROSS THE DAM. 18-WHEELERS  
AND OTHER LARGE VEHICLES SHOULD BE  
REQUIRED TO USE ONE OF THE ALT-  
ERNATE ROADS (IF BUILT)

E47-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E47-1**

As stipulated in the EIS, the dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Commercial trucks will be prohibited from crossing the dam after the U.S. 93 bypass is open.

BOULDER CITY



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOHN REMENTERIA

Your Address: 1514 SANDRA DRIVE  
BOULDER CITY, NV. 89005-3411

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

E47-2

Your comments: I KNOW OF A FOREIGN-OWNED  
CONSTRUCTION COMPANY THAT IS WILLING  
TO FINANCE 100% OF A BRIDGE  
PROJECT IF THE COMPANY CAN BE  
PERMITTED TO PARTICIPATE WITH  
ARIZONA + NEVADA SPECULATORS  
IN DUAL PROJECTS AT EITHER SIDE  
OF THE BRIDGE PROJECT

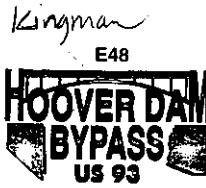
NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E47-2**

The project is being financed with a combination of federal and state transportation funds. The initial environmental studies were funded through a USDOT Appropriation in fiscal year 1997 of \$400,000, which was matched with contributions of \$400,000 each from Arizona and Nevada State transportation funds.

Additional project funding came from the federal Transportation Equity Act for the 21st Century (TEA 21). This project financing was derived from the High Priority Project funds (\$41,076,000), Public Lands Discretionary Program funds (\$10,000,000), and National Corridor and Development Program funds (\$2,000,000). These TEA 21 programs, plus other applicable programs, will be sources of future funding.

Funding from all of the above programs is available for planning, design, or construction activities associated with the Hoover Dam Bypass Project.



DEIS Public Hearing October 1998

Comment Sheet

Your Name: JOHN H. SHANNON PE  
 Your Address: 730 WEST GARY WAY  
PHOENIX, AZ 85041

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: KINGMAN OPEN HOUSE - OCT. 13 '1998  
6 PM - 7 PM

1 - SEPTEMBER 1998 UPDATE #4 - THE BEST  
THREE PAGE DEIS AND FEASIBILITY REVIEW  
I HAVE SEEN IN MY ENGINEERING EXPERIENCE.

E48-1

2 - ALTERNATE 4 IS NOT AN OPTION AS  
CHAOS IS THE END RESULT.

LOW PROFILE ARCH  
3 - ALTERNATE 2 - SUGARLOAF MTN. IS THE  
FAVORABLE/FEASIBLE CHOICE AS PREVIOUSLY  
STATED IN MY OCT. '97 PUBLIC OPEN HOUSE  
COMMENT SHEETS ATTACHED INDICATE.

\* NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

STATION DISPLAYS CLEAR, CONCISE  
AND EASILY COMPARED.

**Response to Comment E48-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

Consultation with the Design Advisory Panel, as stipulated in the PA, will influence bridge type and materials.



Public Open House October 1997  
 Comment Sheet

Your Name: JOHN H. SHANNON PE SUBMITTAL  
NOV. 4 '97  
 Your Address: 730 WEST GARY WAY  
PHOENIX, AZ 85041

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: BOULDER CITY OPEN HOUSE - OCT. 28 '97  
6 PM - 7 PM  
IN ENGINEERING 1949-86 (RETIRED 10 YRS)  
HIGHWAYS, WATER RESOURCE, HYDRAULICS,  
DAMS, PUBLIC WORKS, OCEANOGRAPHY,  
AIR POLLUTION -

E48-1

DISCUSSED W/ STAFF & REVIEWED ENGR. DATA IN  
DETAIL AT STA. 3, 4 & 5 COMPARING ALIGNMENT  
PROFILES, PHYSICAL CHARACTERISTICS & COST.

CONCLUSION: SUGARLOAF MTL:  
UTILIZE LOW PROFILE ARCH

\* SEE ATTACHED COMMENTS SUMMARIZED AT MEETING  
WRITTEN UP 6-7 AM OCT. 29.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

COMPARISON OF PROFILES ON SAME SHEET,  
IN SAME FASHION AS ALIGNMENTS WOULD BE DEFINITIVE

The dam crossing will stay open to automobiles, recreational vehicles, pedestrians, and bicyclists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians). This commitment to keeping the dam crossing open to tourists will also be adopted in the ROD for this project. Commercial trucks will be prohibited from crossing the dam after the U.S. 93 bypass is open.

PUBLIC OPEN HOUSE - BOULDER CITY Oct. 28 '97

6-7 PM

HOOVER DAM BYPASS -

Comments

Oct. 29 97

6-7 AM

- 1- BEST ALIGNMENT
- 2- LEAST ADVERSE PROFILE
- 3- GOOD SIGHT DISTANCES THROUGHOUT
- 4- LEAST ENVIRONMENTAL IMPACT
- 5- ACCOMPLISHES SEPARATION OF VEHICAL THROUGH TRAFFIC FROM VISITORS TO DAM
- 6- PRESENTS ~~THE~~ MOST FAVORABLE GRADES FOR TRUCK TRAFFIC  
DIRECT ROUTE AND
- 7- LOWEST ESTIMATED COST (A \$2 MILLION; 14 MILLION, 4 LANE HIGHWAY & BRIDGE)
- 8- ARCH BRIDGE LEAST VISUAL IMPACT
- 9- TRUST VISITOR TRAFFIC WILL CONTINUE TO CROSS DAM? NO TRUCKS  
USBR
- 10- THE LOCATION ENGINEER DID A MASTERFUL JOB ~~IN~~ 1969 ~~AT~~ SUGARLOAF LOCATION ON COMPLETE. "ONLY WAY TO GO"

NOTES: (a) ARIZONA HAS MAJOR PROJECT TO IMPROVE HIGHWAY ~~93~~ 93, WICKENBURG TO I-40.  
(b) SPEED LIMIT HIGHWAY 93 SHOULD BE (KISSMAN TO DAM) 65 MPH TO REDUCE DRIVERS GOING TO SLEEP; 55 TOO SLOW.

BOULDER CITY  
E49



DEIS Public Hearing October 1998  
Comment Sheet

Your Name: ROBERT SHANNON

Your Address: 7001 W. CHARLESTON BLVD. # 2094  
LAS VEGAS, NV. 89117

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

Your comments: I WOULD LIKE TO SEE THE PROMONTORY POINT  
ALTERNATIVE USED TO BUILD AS A HOOVER DAM BYPASS.  
AS A FREQUENT DRIVER TO KINGMAN, ARIZONA I BELIEVE  
THIS ALTERNATIVE WOULD BE THE MOST FEASIBLE AND  
MOST EFFECTIVE, AS THE TRUCK TRAFFIC WOULD BE AT A  
HIGHER GRADE AND KEEP THE FLOW OF TRAFFIC MOVING  
AT AN EASIER + STEADIER PACE.

E49-1

THANK YOU.

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E49-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. One of the primary reasons the Promontory Point Alternative was not identified as the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. It also has the most impact to water recreation, since boating restrictions near the dam would be implemented during construction of the bridge over Lake Mead.

Comparing vertical profiles, the preferred alternative would have 0.5 mile at 3 percent to 6 percent grades, whereas the Promontory Point alignment would have 0.6 mile at 3 percent to 6 percent. Hence, although their grades are similar when compared to the Gold Strike Canyon route with its 2.5 miles at 3 percent to 6 percent, the preferred alternative has 0.1 mile less steep grade than Promontory Point.

E50  
KINGMAN



Cushing's  
marked  
"substantive"  
comments  
10/20/98

DEIS Public Hearing October 1998

Comment Sheet

Your Name: Lou Sorensen

Your Address: City of Kingman - 310 N<sup>th</sup> 4<sup>th</sup> St.  
Kingman, Az 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No  Already on mailing list.

Your comments: The "no build" option is not a  
visible option. This project must move forward  
to relieve the continual and growing congestion on  
the dam itself. I have lived here for over 26 years  
and have experienced the congestion every time I've  
crossed the Dam.

I am in favor of the "Sugarloaf E Option" and  
believe it should move ahead as quickly as  
humanly possible.

**Response to Comment E50-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River). As indicated in the traffic study (See EIS Appendix A), the U.S. 93 dam crossing currently operates at LOS F with 11,500 vehicles per day (average), whereas there would be 26,000 vehicles per day crossing the dam in year 2027 without the bypass. The future bypass bridge is projected to carry 19,900 vehicles per day in year 2027 at LOS B.

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

E51  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Richard Strange  
Your Address: 5138 E. Namba St.  
Phx AZ 85044-4125

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes No

Your comments: My preference would be the  
Sugarloaf Mtn Alignment. I am  
strongly opposed to the Gold  
Strike alt. due to the environmental  
impacts. Promontory Pt. would be okay  
but is my second choice.  
Graphics were very well done as  
was the video.

E51-1

**Response to Comment E51-1**

See Sections 2.6.2 and 2.6.3 in the FEIS for discussion about the Gold Strike Canyon Alternative and the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments. Gold Strike Canyon also has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

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

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

E52



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Wade Stuckey  
Your Address: 568 Fairview Dr. Henderson Nev. 89015

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

E52-1 Your comments: \_\_\_\_\_

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

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E52-1**  
The author has been added to the mailing list for the U.S. 93 Hoover Dam Bypass Project.

E53  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Patricia Tester

Your Address: 3575 Bond St  
Kingman 12 86401

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I gave all my comments to court reporter.  
Comments include: There has been a study on this  
project for the past 35 years. Where has all the money gone  
for this study. If construction started 10 years ago, cost  
would be much less.

Will there have to be a major disaster before  
I will see a road constructed. I don't care where  
bridge will be constructed as long as it gets done.

I'm afraid if the Toxic waste gets  
into the lake or river, this is our drinking water.  
What kind of disaster is this going to cause.

Please no more studies, start constructing.

E53-1

**NOTE:** Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E53-1**

Studies for the U.S. 93 Hoover Dam Bypass Project have been going on since the mid 1960s. The government agencies studying this project have included NDOT, Reclamation, ADOT, NPS, and AGFD. For a chronological listing of previous studies leading up to the present EIS, see EIS Section 1.3, Table 1-1. The first detailed cost estimates for the build alternatives were developed by Reclamation in 1992 (see Phase B - Corridor Studies). These estimates were inflated in the EIS for the year 2002 to update engineering and mobilization costs. Because there is a potential for traffic accident spills in the river with the preferred alternative, a solution for containing spilled pollutants at the source will be developed during the project design phase (see EIS Section 3.4.3.2). A spill containment system will be incorporated into the bridge that will collect potential pollutants resulting from spills. The system will also collect and hold storm runoff that is generated from the bridge. Without the system, spilled waste could enter the river and negatively impact the waters depending on the intended use.

BOULDER CITY  
E54



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Dorothy S Thompson

Your Address: HC 37 Box 973 Hwy 93 AT 28 1/2 mile marker  
Kingman AZ

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: I do believe sugarloaf mountain because  
it would not cost us much, and the climb  
would not be that steep for truck and RV.  
I would not hurt the wild animal or sport  
activities on the river, I would save time for  
people coming from AZ to shop in Nev, which  
we do 2 and 3 times a week. daughter & son-in-law  
drive every day and must leave at least 1 1/2 hrs.  
early to get over dam: with all the traffic.  
Also going across sugarloaf AT 60 MPH, no one  
would be stop to look AT the dam, and if you  
had visitors you could take them to the dam  
to see; I don't like AT the crevice on the  
dam way now. The road one to nebeaw now.  
for you & truck, AT long bridge would be  
better for all concerns.

E54-1

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E54-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The high elevation of the bridge, relative to the dam and river, and the safety rail will minimize viewing opportunities of Hoover Dam. Furthermore, the EIS (Section 3.8.2.2) states that there will be no stopping for views of the dam on the new bridge because parking, pedestrians, and bicycles on the bridge would create a safety hazard. The existing dam crossing will stay open to bicyclists and tourists after the bypass route is constructed (see EIS Section 3.9.2.1, Bicyclists and Pedestrians).

E55  
KINGMAN



DEIS Public Hearing October 1998

Comment Sheet

Your Name: Michael Tomlinson, Public Works Director

Your Address: 655 Marina Blvd  
Bullhead City, Arizona 86442

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes       No

E55-1 | Your comments: RECONSIDER BULLHEAD/LAUGHLIN CORRIDOR.

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

*NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.*

**Response to Comment E55-1**

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

E56  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Russell Ward

Your Address: 648 Ave F  
Boulder City, NV 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes  No

Your comments: \_\_\_\_\_

E56-1

Promontory Point would be my 1st choice  
Gold Strike Canyon would be last  
Factor Suspension for estabes only

**NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.**

**Response to Comment E56-1**

See Sections 2.6.1, 2.6.2, and 2.6.3 in the FEIS for explanation of the reasons that the Sugarloaf Mountain alignment was identified as the preferred alternative rather than Promontory Point or Gold Strike Canyon. A major reason the Promontory Point Alternative was not the preferred alternative was the concern expressed by numerous agencies and citizens about the risk of a hazardous material spill into Lake Mead affecting this major drinking water supply. The Gold Strike Canyon Alternative has the poorest horizontal and vertical alignments, and it has the most severe impact on desert bighorn sheep, has the highest cost of the three near-dam alternatives, and would adversely impact a popular hiking trail through Gold Strike Canyon to the hot springs.

E57  
LAS VEGAS



DEIS Public Hearing October 1998

COMMENTS DUE 11/10/98

Comment Sheet

COMMENTS DUE 11/10/98

Your Name: Ed Wiens

Your Address: 9340 Villa Ridge Dr.  
Las Vegas, NV 89134

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?

Yes     No

Your comments: You have a very good display  
of the bridge & route alternatives. I found  
it easy & very informative to understand the  
project.

E57-1

To me it appears the Sugar Loaf Mtn  
route is the most desirable.

Thanks for the display & information

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

**Response to Comment E57-1**

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

E58



DEIS Public Hearing October 1998

Comment Sheet

Your Name: MARK WILKERS  
Your Address: 641 NEVADA HWY #8  
BOULDER CITY, NV. 89005

If you did not receive a newsletter in the mail, would you like to be added to the project mailing list?



No

Your comments: *looks like the Sugarloaf option is the best for environmental, safety engineering and construction concerns. Something must be done and soon because major accidents need to be averted. My father said regarding decisions, "shit or get off the pot" this decision must be made now to handle the growing population in the future. The Hoover Dam will also breathe a sigh of relief when another bridge is built, it has shouldered the burden of a growing Southwest for over half a century, it deserves a break every life McDonalds!*

**Response to Comment E58-1**

FHWA, the lead agency, has identified the Sugarloaf Mountain Alternative, with the proposed mitigation measures, as the preferred alternative on the basis of minimizing environmental impacts, engineering and operational advantages, and lower construction cost. Section 2.6.2.1 of the FEIS discusses the rationale for this decision. The preferred alternative resolves the negative impacts associated with the No Build Alternative (e.g., the steep grades approaching the dam, hairpin turns, worsening congestion and accident rate, and the risk of truck accidents on the dam crossing contaminating the waters of Lake Mead and the Colorado River).

NOTE: Please drop your comment sheet in "Comment" box, or if you prefer, you may also mail your comments to: Terry Haussler (HPD-16), Federal Highway Administration, 555 Zang Street, Room 259, Lakewood, CO 80228.

This page intentionally left blank.