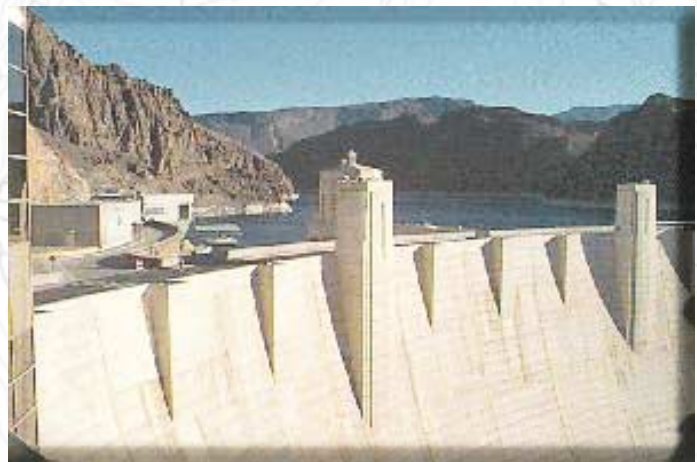


FHWA-AZNV-EIS-98-03-F

U.S. 93 Hoover Dam Bypass Project

Final Environmental Impact Statement and Section 4(f) Evaluation

Volume II Comments and Responses



Federal Highway Administration

Central Federal Lands Highway Division

January
2001

VOLUME II

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

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

JANUARY 2001

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Comments Received on the Draft EIS

2-1.1 Introduction

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

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

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

2-1.2 Notice of Availability in *Federal Register*

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

2-1.3 Distribution of DEIS

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

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

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

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

2-1.4 Website

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

<http://hooverdambypass.org>

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

2-1.5 Public Hearings

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

The public hearings were held in the following locations:

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

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

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

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

In accordance with the requirements of 40 CFR 2.307(b)(3), the contract with Computer Based Systems, Inc., prohibits use of the information for any purpose not specified in the contract; prohibits disclosure of the information to a third party without prior written approval from the Agency; and requires that each official and employee of the contractor sign an agreement to protect the information from unauthorized release and to handle it in accordance with the FIFRA Information Security Manual. No information claimed confidential will be provided to this contractor until the above requirements have been fully satisfied. Records of information provided to this contractor will be maintained by the Work Assignment Manager for this contract in the EPA Office of Pesticide Programs. All information supplied to Computer Based Systems, Inc. by EPA for use in connection with this contract will be returned to EPA when Computer Based Systems, Inc. has completed its work.

List of Subjects

Environmental protection, Transfer of data.

Date: September 15, 1998.

Richard D. Schmidt,

Acting Director, Information Resources and Services Branch, Office of Pesticide Programs (PR Doc. 98-2562) Filed 9-24-98; 8:45 am) BILLING CODE 6210-37

ENVIRONMENTAL PROTECTION AGENCY

(ER-FRL-5425-7)

Environmental Impact Statements and Regulations; Availability of EPA Comments

Availability of EPA comments prepared August 17, 1998 Through August 21, 1998 pursuant to the Environmental Review Process (ERP), under Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act as Amended. Requests for copies of EPA comments can be directed to the Office of Federal Activities at (202) 564-5070.

An explanation of the ratings assigned to draft environmental impact statements (EISs) was published in FR dated April 10, 1998 (62 FR 17856).

Draft EISs

ERP No. D-DOC-C29012-PR Rating LO, Corals and Reef Associated Plants and Invertebrates, Fishery Management Plan, Amendment 1 Marine Conservation District (MCD), Exclusive Economic Zone (EEZ), Puerto Islands and U.S. Virgin Islands, PR and VI.

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

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

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

ERP No. D-GSA-C0004-NY Rating EC2, Governors Island Disposition of Surplus Federal Real Property, Implementation, Upper New York Bay, NY.

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

ERP No. D-NDA-A07054-00 Rating EC1, Atlantic Bluefish Fishery Management, Fishery Management Plan, Implementation, Nova Scotia to Florida, Northwestern Atlantic Ocean.

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

Final EISs

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

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

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

ERP No. F-TVA-E05801-M5, Red Hills Power Project, Proposal to Purchase 440 megawatts (MW) of Electrical Energy, COE Section 404 Permit, Town of Ackerman, Choctaw County, MS.

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

Date: September 22, 1998.

William D. Robinson, Director, NEPA Compliance Division, Office of Federal Activities (PR Doc. 98-25748 Filed 9-24-98; 8:45 am) BILLING CODE 6050-06-0

ENVIRONMENTAL PROTECTION AGENCY

(ER-FRL-5495-6)

Environmental Impact Statements; Notice of Availability

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

Weekly receipt of Environmental Impact Statements

Filed September 14, 1998 Through September 18, 1998

Pursuant to 40 CFR 1506.9

EIS No. 980365, Final EIS, AFS, OR, Christy Basin Planning Area.

Implementation, Regeneration Timber Harvesting, Willamette National Forest, Oakridge Ranger District, Lane County, OR, Due: October 25, 1998. Contact: Tim Bailey (541) 782-2253.

EIS No. 980366, Draft EIS, BLM, NV, Sonoma-Graha and Paradise-Deno Management Framework Plan Amendment, Implementation of Management of the Black Rock Desert,

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

EIS No. 980387, Draft EIS, AF5, UT, Pine Tract Project, Implementation, Coal Lease Tract (UTU-75185), Modification to Federal Coal Lease (U-632) & Quitclaim Application to Sublease Box Canyon, Merrill-La Sue National Forest, Fernon/Price Ranger District, Emery and Sevier Counties, UT, Due: November 9, 1998. Contact: Liane Mattson (935) 637-2817.

EIS No. 980388, Draft Supplement, FHW, IN, IN-145 New Road Construction, Updated Information IN-37 and the existing I-64 interchange near St. Croix in Perry County to the east junction of IN-64 and IN-145 in Crawford County, IN, Due: November 18, 1998. Contact: Arthur A. Feindt (317) 235-7475.

EIS No. 980389, Draft EIS, BLM, AZ, Dos Pobres/San Juan Mining Plan and Land Exchange, Implementation of new Open Pit Copper Mines and one Central Ore Facility, NPDES and COE Section 404 Permits, Graham County, AZ, Due: November 23, 1998. Contact: Steve Terry (520) 348-4400.

EIS No. 980370, Final EIS, NOAA, AK, Kachemak Bay National Estuarine Research Reserve (KNERRE) Management Plan, Operations and Development, Southeastern, AK, Due: October 26, 1998. Contact: Jeffrey R. Benoit (301) 713-2455.

EIS No. 980371, Draft EIS, DOI, CA, San Joaquin River Agreement Project, Implementation of the Meeting Flow Objectives for 1999-2010, Vernadia Adaptive Management Plan, San Joaquin, Stanislaus, Madera, Merced, Fresno and Tuolumne Counties, CA, Due: November 9, 1998. Contact: Michael Delamare (209) 487-5030.

EIS No. 980372, Final EIS, FHW, IA, US-63 Edleyville Bypass Transportation Improvements, Funding and COE Section 404 Permit, the City of Edleyville, Mahaska, Monroe and Wapello Counties, IA, Due: October 26, 1998. Contact: Bobby W. Blackstone (515) 633-7300.

EIS No. 980373, Draft EIS, FHW, NV, AZ, US 93 Hoover Dam Bypass Project, Construction of a New Bridge and Highway, Funding, Right-of-Way Easement, US Coast Guard, NPDES and COE Section 404 Permits, Federal Lands-Lake Mead National Recreation Area and Hoover Dam Reservation, Clark County, NV and Mohave County, AZ, Due: November 10, 1998. Contact: Mr. Terry Hauwiler (303) 718-2115.

EIS No. 980374, Draft Supplement, NOAA, AK, Groundfish Fishery of the Bering Sea and Aleutian Islands Area and Groundfish of the Gulf of Alaska, Implementation of Groundfish Total Allowable Catch Specifications and Prohibited Species Catch Limits Under the Authority of the Fishery Management Plans, AK, Due: November 9, 1998. Contact: James Balsiger (907) 586-7045.

Amended Notices

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

EIS No. 280358, Draft EIS, USA, HI, Schofield Barracks Wastewater Treatment Plant (WWTP), Effluent Treatment and Disposal, NPDES Permit and COE Section 404 Permits, City of Honolulu, Oahu, HI, Due: November 2, 1998. Contact: William Eng (703) 428-7078. Published FR-09-18-98--Due Date didn't show up Previous Federal Register.

Date: September 22, 1998.

William D. Robinson, Director, NEPA Compliance Division, Office of Federal Activities (PR Doc. 98-25749 Filed 9-24-98; 8:45 am) BILLING CODE 6050-06-0

ENVIRONMENTAL PROTECTION AGENCY

(FRL-5167-7)

Common Sense Initiative Council, (CSIC)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notification of Public Advisory Council Meetings: open meetings.

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

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

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

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

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

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

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

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

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

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

Figure 2-1 Notice of Availability

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

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

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

2-1.6 Comments on the DEIS

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

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

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

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

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

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

Comment Number	Commenter
D7	Morrisette, Elaine
D8	Morrisette, Robert
D9	Castillo, Larry
D10	McFerrin, Edith
D11	McFerrin, James
D12	Works, Don
D13	Benton, Richard L.
D14	Hughes, Ralph L.
D15	Shannon, Robert
D16	Stuckey, Wade
D17	Uehling, Ed
D18	Anonymous
D19	Berman, Mrs.
D20	Vandeberg, Russell
D21	Anonymous
D22	Floyd, John
D23	Adams, Thomas W.
D24	Lee, Jones
D25	Zimmer, Ed
D26	Rementeria, John
D27	Thompson, Larry
D28	Spurlock, Robert
D29	Burger, Sue
D30	Blackwell, Charlene
D31	Whelan, Tom
D32	Hordan, Bill
D33	Cody, Georgi
D34	Pollock, Doug
D35	Anonymous
D36	Quinn, Pat
D37	Hughes, Nicholas M.
D38	Lachase, Dennis
E. COMMENT SHEETS RECEIVED DURING OR AFTER THE PUBLIC HEARING	
E1	Agnew, John H.
E2	Anderson, Carol S.
E3	Andersen, Giles C.
E4	Austin, Robert D.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE 2-1-2
U.S. 93 Hoover Dam Bypass Draft EIS
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Code	Commenter	Date	Comment
C14-2			Strongly recommends that an alternative be chosen soon. The dam crossing has now reached the dangerous point with traffic and congestion.
C15-1	Lasko, Fred J.	16-Oct-98	The outline does not have a title for safety comments. This is an important issue.
C15-2			The best location for a crossing would be the Gold Strike Canyon Alternative. It eliminates or reduces the hazard from tourists stopping on the bridge to get a view or take pictures of the dam and lake. A vehicle stopping on the bridge or pedestrians walking on the bridge is a foolish act and extremely dangerous.
C15-3			The outline does not have a title for security comments.
C15-4			A 10-year-old report discussed security problems and concluded that the dam has a high exposure for this type of problem. Moving the traffic downstream lessens this problem.
C15-5			Does not agree with the report on the need to charge a toll. A toll would defeat the time savings. Funding should come from a user tax on the traffic using the highway.
C15-6			Would like to see a Boulder Bypass incorporated into the plan. Many trucks hauling hazardous materials come right through Boulder City – a similar safety issue as at the dam.
C15-7			Both the Promontory and Sugarloaf alternatives have negative visual impacts. These sites also have the potential safety problem of people stopping on the roadway to view the dam, unless the design has side walls that would preclude viewing the dam.
C15-8			Both the Promontory and Sugarloaf alternatives would present potential sites for suicide victims. Screening to prevent this type of problem would detract from the view.
C16-1	Leavitt, D. Henry	12-Oct-98	Saw notice in the Arizona Republic. Votes for the Gold Strike option in order to alleviate congestion and enhance traffic flow.
C17-1	Laune, Larry	29-Sep-98	Chooses Route 3 because the others would cause a cost-of-living rise due to longer distances.
C17-2			Harm to businesses in Boulder City would be minimal.
C17-3			Claims that all cities who fight bypasses do not grow, while those that don't do grow.
C17-4			Route 3 (Gold Strike) would be the cheapest way to build the bypass in the long run.
C18-1	Lee, Ingrid	29-Sep-98	Supports the Sugarloaf Mountain bypass due to minimal environmental impacts, best geometrics, and least cost.
C18-2			Why is a bridge/route through Laughlin not one of the choices? Is it because of Route 68? Because Boulder citizens are concerned about bypass of their city? Would the cost be less?
C19-1	Lewis, Patti	10-Oct-98	Supports the Promontory Point crossings because of safety.

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

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

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

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

TABLE 2-1-2
U.S. 93 Hoover Dam Bypass Draft EIS
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Code	Commenter	Date	Comment
D14-1	Hughes, Ralph L.	14-Oct-98	Can't find any negative part of the alternatives. The bypass is what we need. It would become a tourist attraction itself. Likes the upstream bridge because less work on the approaches to the bridge. Could put a viewpoint at each end of the bridge. Environmentally and aesthetically it's a very pleasing project on the Promontory bridge approach.
D15-1	Shannon, Robert	14-Oct-98	Likes the Promontory Point Alternative. More feasible as far as cost and traffic.
D16-1	Stuckey, Wade	14-Oct-98	Wants the bridge built with union help. Thinks Promontory Point is more feasible. Better for the tourist industry. Prefers the cable suspension bridge.
D17-1	Uehling, Ed	14-Oct-98	Main concern is design of the bridge and visual impacts on the dam. Dam is national treasure. Visitor's center clashes with the dam's architecture and defaces the dam. Bridge should not do the same. If you don't do an art deco 1930s industrial-type structure, then build it away from dam where can't be seen.
D18-1	Anonymous	14-Oct-98	Object to the Promontory bridge due to visual impact, extra mileage, and danger of spills in lake. Object to Sugarloaf due to visual impact and motorists stopping on the bridge to view dam, especially at night. Prefers Gold Strike, but understand the road is steep. Prefers to make it a toll bridge.
D19-1	Berman, Mrs.	14-Oct-98	Wants alternative with least stress on animals.
D20-1	Vandeberg, Russell	14-Oct-98	Don't like any location; however, Sugarloaf looks like the best. Keeps the lake free and bridge up in the air. No problems with view. Go back to the Willow Beach crossing – many miles saved. Park service should grant a variance for Willow Beach. Present route through Boulder City is a mess, but due to cost it probably should be a separate project.
D21-1	Anonymous	14-Oct-98	He's a structural ironworker. Thinks it's urgent to get the project under way. Start soon, so workers with knowledge for this type of construction can assist.
D22-1	Floyd, John	14-Oct-98	Project won't do any good because of the casinos. They want the truck parking and trucker's money. Recommends the Laughlin route for the cheaper bridge and need to rebuild the roads.
D23-1	Adams, Thomas W.	14-Oct-98	Would like to work on the bridge. Gives access to Las Vegas.
D24-1	Lee, Jones	14-Oct-98	Would like to see it have a building. Likes the Promontory Alternative. Likes it because it's on top of the water. Also because there is more construction work and would be safer for highway workers.
D25-1	Zimmer, Ed	14-Oct-98	Promontory Point would be the most advantageous. Grades aren't severe. Cost difference between this and Sugarloaf isn't significant. Erosion could be a problem for bridges below the dam. Steel rib through arch would be more aesthetic and pleasing than the other.
D26-1	Rementeria, John	14-Oct-98	Road over dam should be left open to tourists. Heard rumors that the dam will be closed to the public and only open for government official use – that is wrong and improper.

TABLE 2-1-2
U.S. 93 Hoover Dam Bypass Draft EIS
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Code	Commenter	Date	Comment
D27-1	Thompson, Larry	14-Oct-98	The trucks are still going to have to go through town. They should cut in and go down south of the town by the airport. Should come in by Willow Beach. Doesn't want his town messed up by NAFTA trade route. Would have to go to Sugarloaf if the other alternatives won't work.
D28-1	Spurlock, Robert	14-Oct-98	Upstream portion of the dam has been already altered by the water and visitors. Downstream is relatively wild. For that reason, Promontory Point is the only acceptable option.
D29-1	Burger, Sue	14-Oct-98	Supports project. Concerned about the environmental impact – especially for the bighorn sheep.
D30-1	Blackwell, Charlene	14-Oct-98	They should scrap the present dam project and have trucks go down through Laughlin.
D31-1	Whelan, Tom	14-Oct-98	Bridge should be downstream near Laughlin due to hazardous waste and nuclear waste contamination. Move bridge south. Would help Laughlin's economic slump. Bridges near dam will turn Boulder City into a median strip because NDOT will build a bypass.
D32-1	Hordan, Bill	15-Oct-98	Need to do something immediately to improve traffic flow. Sugarloaf has a lot of advantages. It has the best location in relationship to the dam and the view of the dam.
D33-1	Cody, Georgi	15-Oct-98	Attended on behalf of the Nevada Motor Transport Association. Excellent DEIS. No Build is not a viable option. Glad to read that the Laughlin-Bullhead City option has been rejected. Sugarloaf is the most attractive alternative, based on road geometrics, cost, noise, and other factors. Hopes that adverse impacts may be avoided or minimized.
D34-1	Pollock, Doug	15-Oct-98	Is promoting a route on Route 165 through Nelson. This would help rebuild the old marina area. Anything further north than Nelson is a restricted area.
D35-1	Anonymous	15-Oct-98	Haven't given Bullhead City a chance at the new truck route. There are no sheep in the area of the Bullhead Road and no tortoises. Locks could be put below the new Laughlin bridge to contain any chemical spills in the river. It's farther, but Laughlin needs a shot in the arm. Also, Boulder City is against trucks coming into their town.
D36-1	Quinn, Pat	15-Oct-98	A shame Willow Beach bypass not used. Gold Strike is the only one to really take – less cumbersome to traffic during construction and the most direct route.
D37-1	Hughes, Nicholas M.	15-Oct-98	Gold Strike is the way to go because of less disturbance to existing roads during construction. Also, the other roads run together causing delay. Promontory would be most congested, between the warehouse to Gold Strike Casino.
D38-1	Lachase, Dennis	15-Oct-98	Should have happened 15 years ago. Environment suffers from long traffic delays more than what they're doing. Sugarloaf has least impact and can be installed the quickest, but will just move the bottleneck up to Boulder City. It's easier now to go through Laughlin to Kingman than to go across the dam.
PUBLIC HEARING COMMENT SHEETS			
E1-1	Agnew, John H.	Oct-98	Supports Sugarloaf because of cost, it's the shortest route, would take the least time to construct, would be safer from spills, and wouldn't interfere with rafting or hiking.

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

TABLE 2-1-2
U.S. 93 Hoover Dam Bypass Draft EIS
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Code	Commenter	Date	Comment
E16-1	Doty, Jack and Marilyn	Oct-98	Promontory Point would detract from the overall look of the dam. Gold Strike is too expensive. Prefers Sugarloaf as the shortest and straightest road, and from it there is still a view of the dam.
E17-1	Edwards, William	Oct-98	Prefers the Sugarloaf Alternative.
E18-1	Fagg, Darrell	Oct-98	Prefers the Gold Strike Canyon with steel arch bridge. The traffic on Hoover Dam is unreal. The contract should go to a union contractor.
E19-1	Fitzgibbons, Bobbye	Oct-98	Concerned about impacts to trout fishing below the dam, so against the Gold Strike Alternative. Noise concerns are high in the canyon below the dam. Prefers Promontory Point, because does not feel that it would affect the view of the dam – same for Sugarloaf.
E20-1	Fitzgibbons, Pat	Oct-98	Concerned about environmental impacts from the Gold Strike Canyon Alternative – including fishing and boating. Also concerned about noise of traffic from bridge. Prefers Promontory Point or Sugarloaf.
E21-1	Gibson, Dan	Oct-98	Prefers Sugarloaf using the concrete cable-stayed bridge.
E22-1	Glynn, Jennifer	Oct-98	Supports bridge project. Prefers Gold Strike Canyon route. Bridge close to dam will take the "awe" from it. Construction will create many (hopefully union) jobs.
E23-1	Gomez, William	Oct-98	Prefers the arch steel bridge – higher than the dam in case it goes.
E24-1	Huffman, Robert	Oct-98	The alternatives don't address the traffic problems in Boulder City. The state and federal government should cooperate and correct both problems at once. Prefers Gold Strike because it separates the traffic further away from the dam.
E25-1	Hughes, Ralph L.	Oct-98	Prefers the Promontory Point suspension. It would enhance the view of the dam.
E26-1	Hughes, Rhea Renee	Oct-98	Prefers the Promontory Point suspension. It is attractive. Boulder City already has traffic, so it shouldn't make that much difference. Better for shipping nuclear waste into Nevada.
E27-1	Ishiki, James	Oct-98	Is there any source of information that projects the possible effects on proximal communities such as Dolan Springs? Interested in potential socioeconomic impacts on outlying areas.
E28-1	Keller, Lily	Oct-98	Truck traffic should not go through Boulder City, thus route the trucks through Laughlin. If either bridge is constructed, what will be done to decrease U.S. 93 congestion? Addressing only the Hoover Dam project and not effects on Boulder City is inappropriate.
E29-1	Keller, Ronald W.	Oct-98	Why consider the three build alternatives, since there is open space to build a highway to Arizona beginning at Railroad Pass. This would bypass the crowded U.S. 93 that goes through Boulder City and on the dam. Charge a toll at the bridge.
E30-1	Kinn, Rebecca	Oct-98	Prefers the Sugarloaf Mountain route. A toll bridge is a good plan, as is restricting truck use.
E31-1	Kos, L. H.	Oct-98	Promontory Point is too dangerous due to potential spills in lake. Traffic on Highway 93 in Hemenway Valley and into Boulder City is a major concern and will only increase; it is noisy, even at night. These concerns need to be addressed.

TABLE 2-1-2
U.S. 93 Hoover Dam Bypass Draft EIS
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Code	Commenter	Date	Comment
E32-1	Kostner, Mark	Oct-98	Prefers the Gold Strike Canyon or Sugarloaf Mountain. Opposed to Promontory Point. The bridge should be an attractive piece of art, particularly if tolls are charged. The roadway should be six lanes, three each way. Perhaps the bridge should be built with the capability of being double-decked to handle the Las Vegas population projections.
E33-1	Kuster, Jack	Oct-98	Disappointed in the three build alternatives. This leaves Boulder City with traffic increases. Is an advocate of one single bypass, either at Willow Beach or Laughlin. A toll bridge would need legislation. A Boulder City bypass would probably hurt the city's tourism.
E34-1	Laughlin, Don	Oct-98	Leave well enough alone. This will give Laughlin a shot in the arm. Build a new bridge at Laughlin and widen U.S. 95 from Route 163 to the Railroad Pass Casino.
E35-1	Lienhard, Reagan	Oct-98	Prefers Gold Strike Canyon for speedy movement of traffic. Erecting a bridge at Promontory Point or Sugarloaf would cause the same traffic slowdowns now experienced due to tourists stopping and slowing to view the lake and the dam.
E36-1	Lindberg, Carl W.	Oct-98	Prefers Gold Strike Canyon for shortest distance. Sugarloaf Mountain is too close to Hoover Dam.
E37-1	McCormick, Paul	Oct-98	Prefers Sugarloaf – most direct and less incline and decline. Need to fight for a share of available funding and push for additional federal allocations.
E38-1	Miller, Byron L.	Oct-98	Prefers either bridge below the dam. Get with it!
E39-1	Miller, Pat and Ray	Oct-98	Prefers Sugarloaf with steel deck arch and gawk screen blocking the dam from view. A bridge below the dam would be a better plan if a spill should occur in public waters.
E40-1	Moe, John	Oct-98	Prefers a steel arch bridge. The project is long overdue.
E41-1	Morrisette, Robert B.	Oct-98	Prefers Sugarloaf.
E42-1	Nielsen, J. D.	Oct-98	Wants to work on the iron bridge. Must learn how to build in the desert without damaging the land and wildlife.
E43-1	Olbert, Bradford D.	Oct-98	Prefers Sugarloaf, but does not like the concrete cable-stayed option. Does not believe the Gold Strike Canyon route would enable trucks to maintain speeds of 55 mph at a 6 percent grade. Adding climbing lanes would increase construction costs. Does not like location of Promontory Point because of poor view of dam. In contrast, the view with the Sugarloaf Alternative would be fantastic. Questions Appendix A traffic analysis for not addressing impact of steep grades on the 24 percent truck/RV traffic – impacts speeds and level of service (LOS). How do you get to the new visitor center from the three alternatives?
E44-1	Perry, Ronald	Oct-98	Prefers either bridge site below the dam. Build the bridge as soon as possible.
E45-1	Prather, Roger	Oct-98	None of the alternatives will keep high-level nuclear waste out of Boulder City. Suggests the old Willow Beach bypass be reconsidered. Find a route to keep nuclear waste and other hazardous materials out of Boulder City. Of the three alternatives, prefers Gold Strike because it has the least visual impact on dam.
E46-1	Quinn, George	Oct-98	Prefers Sugarloaf because of cost, location below the dam, and good view. Concerned about how traffic will be handled in Boulder City. Asks is any thought going into diverting the traffic around the city? Improved crossing will increase traffic problem in city.

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

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

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Responses to Comments

2-2.1 Responses to Comments

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

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

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Responses to Government Agency Comments

Responses to Organizations' Comments

Responses to the General Public's Comments

Responses to the Public Hearing Transcript Comments
Kingman, Arizona, October 13, 1998

Responses to the Public Hearing Transcript Comments
Boulder City, Nevada, October 14, 1998

Responses to the Public Hearing Transcript Comments
Las Vegas, Nevada, October 15, 1998

**Responses to the Comment Sheets Received
During or After the Public Hearing**

