

# FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION



Photo by Vaughn Hartung



Interstate 80/Interstate 580/US Highway 395 Freeway-to-Freeway Interchange and Connecting Road Improvements  
CITIES OF RENO AND SPARKS, WASHOE COUNTY, NEVADA

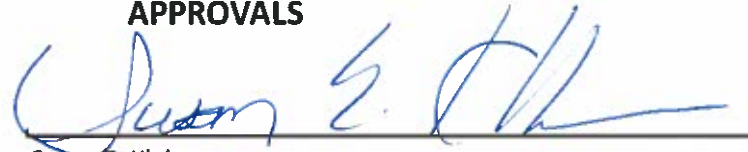
**FINAL ENVIRONMENTAL IMPACT STATEMENT,  
and Final Section 4(f) Evaluation**

Project ID 74020  
Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303  
by the  
U.S. Department of Transportation, Federal Highway Administration  
Nevada Department of Transportation

Cooperating Agencies:  
U.S. Department of the Interior, Bureau of Indian Affairs  
Reno-Sparks Indian Colony

**APPROVALS**

7/30/19  
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Date of Approval

  
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Susan E. Klekar  
Nevada Division Administrator, Federal Highway Administration

7/30/19  
\_\_\_\_\_  
Date of Approval

  
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Kristina L. Swallow, P.E.  
Director, Nevada Department of Transportation

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**ABSTRACT**

The Spaghetti Bowl reconstruction includes I-80 from Keystone Avenue in Reno to McCarran Boulevard in Sparks, and I-580/US 395 from Parr Boulevard/Dandini Boulevard to Meadowood Mall Way. The interchange of I-80 and I-580/US 395 is known as the Spaghetti Bowl. The Spaghetti Bowl was constructed between 1969 and 1971, when about 90,000 vehicles per day used it. About 260,000 vehicles per day used the Spaghetti Bowl in 2016. This segment of I-80 and I-580/US 395 has closely spaced interchanges, lane drops, and other outdated design features that, combined with heavy traffic volumes, result in nearly three crashes per day in the study area. As traffic increases, safety and traffic operations on this corridor will continue to deteriorate.

## NATIONAL ENVIRONMENTAL POLICY ACT STATEMENT

The National Environmental Policy Act of 1969, as amended (United States Code [U.S.C.] Title 42 Section 4332) requires that all federal agencies prepare a detailed environmental impact statement (EIS) for major federal actions that will significantly affect the quality of the human environment. The Federal Highway Administration (FHWA) is therefore required to prepare an EIS for proposals funded under its authority if such proposals are determined to be major actions significantly affecting the quality of the human environment.

The EIS process was carried out in two stages. The **Draft EIS** is circulated for review by federal, state, and local agencies with jurisdiction by law or special expertise, and made available to the public. The Draft EIS must be made available to the public at least 15 days before the public hearing. A minimum 45-day comment period is provided from the date the Draft EIS availability notice is published in the *Federal Register*. The Nevada Department of Transportation (NDOT) must receive agency comments on or before the date listed on the front cover of the Draft EIS unless a time extension is requested and granted by NDOT and FHWA pursuant to 23 U.S.C. 139(g)(2)(A). After the Draft EIS comment period has elapsed, work may begin on the Final EIS.

The Final EIS includes the following:

1. Selection of the preferred course of action (alternative) and the basis for its selection.
2. Basic content of the Draft EIS, along with any changes, updated information, or additional information as a result of agency and public review.
3. Summary and disposition of substantive comments on social, economic, environmental, and engineering aspects resulting from the public hearing/public comment period and agency comments on the Draft EIS.
4. Resolution of environmental issues and documentation of compliance with applicable environmental laws and related requirements.

FHWA has issued this single Final Environmental Impact Statement and Record of Decision document pursuant to 23 U.S.C. 139(n). Both the Draft and Final EIS are full disclosure documents that provide descriptions of the proposed action, the affected environment, alternatives considered, and an analysis of the expected beneficial or adverse environmental effects.

A federal agency may publish a notice in the *Federal Register*, pursuant to 23 U.S.C. 139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such a notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.