

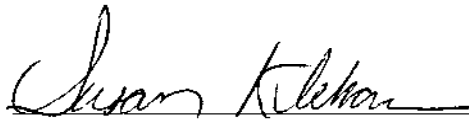
BOULDER CITY / U.S. 93 CORRIDOR STUDY FINAL ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) EVALUATION

Submitted pursuant to 42 U.S.C. 4332 (2) (c), 16 U.S.C. 470 (f), 49 U.S.C. 303, and Section 404(b)(1) of 33 U.S.C. 1344 by the U.S. Department of Transportation, Federal Highway Administration; Nevada Department of Transportation; and these cooperating Agencies:

- U.S. Bureau of Reclamation
- National Park Service
- Western Area Power Administration
- Clark County Department of Public Works
- Bureau of Land Management
- Regional Transportation Commission of Southern Nevada
- City of Boulder City
- City of Henderson

3/21/05

Date of Approval

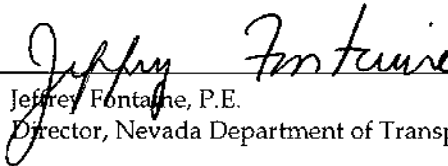


Susan Klekar

Division Administrator, Federal Highway Administration

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Date of Approval



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Abstract

This Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation documents potential environmental impacts associated with the Boulder City/U.S. 93 Corridor Study. The study limits are between a western boundary on U.S. 95 in the City of Henderson, where the present freeway ends, and an eastern boundary on U.S. 93 approximately 4.7 miles east of downtown Boulder City. The eastern boundary is coincident with the planned western end of the Hoover Dam Bypass project being developed by the Federal Highway Administration, Central Federal Lands Highway Division, on behalf of the Nevada and Arizona Departments of Transportation. The study covers a total distance of approximately 10.4 miles on the present route of U.S. 93. The project is in Clark County, Nevada, and lies on lands under both local municipal and federal jurisdiction. Within the study corridor, U.S. 93 varies from a four-lane divided roadway to a two-lane roadway with numerous business driveways and cross streets. The highway project under consideration would provide overall transportation improvements in the corridor to reduce traffic congestion and crashes and improve regional mobility while maintaining or improving local circulation and access within Boulder City. This FEIS addresses the social, environmental, and economic impacts associated with three Build Alternatives and a No Build Alternative. All three Build Alternatives use public recreation land and historic sites protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. Subsequent to these analyses, and following a public review period on the Draft Environmental Impact Statement, Alternative D was selected as the preferred alternative.

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Preface

This Final Environmental Impact Statement (FEIS) consists of the text of the Draft EIS (DEIS) with revisions and additions based on supplemental research, and on public and agency comments and consultations. Substantive revisions to the DEIS are marked in this FEIS by a vertical line in the outside margin next to the revised or added text. The FEIS includes a new Volume II, which describes the DEIS notification and public hearing process, summarizes and reproduces all comments received on the DEIS, and provides responses to comments on the DEIS. This FEIS is also available for review on the Boulder City/U.S. 93 Corridor Study Project web site at:

<http://bouldercitystudy.com>

The Federal Highway Administration (FHWA) is the lead agency, and the Nevada Department of Transportation (NDOT) is serving as the sponsoring agency for the Boulder City/U.S. 93 Corridor Study. Cooperating agencies consist of the National Park Service (NPS), U.S. Bureau of Reclamation (Reclamation), Western Area Power Administration (WAPA), Regional Transportation Commission of Southern Nevada (RTC), Bureau of Land Management (BLM), the cities of Boulder City and Henderson, and Clark County Department of Public Works. The corridor study is a vital element in RTC's Regional Transportation Plan (RTP) and Transportation Improvement Program and NDOT's Statewide Transportation Improvement Program.

On the basis of various environmental studies and comments received on the DEIS, the southern bypass alignment, Alternative D, with the proposed mitigation measures incorporated herein, has been identified as the preferred alternative. The preferred alternative was identified on the basis of meeting the project's Purpose and Need (Chapter 1), minimizing traffic and noise impacts within Boulder City, associated minimization of safety impacts, and engineering and operational advantages. The preferred alternative was also identified after weighing the environmental impacts that would result from implementation of the individual alternatives, including the no-action alternative. Sections of the EIS that have been substantively rewritten or supplemented in response to public and agency input include: Chapter 2 - Selection of Alternatives for Detailed Analysis, and Identification of the Preferred Alternative; Chapter 3 - Biology/Threatened Species, Cultural Resources, Waters of the U.S., Land Use, and Hazardous Materials; Chapter 4 - Biology/Threatened Species, Cultural Resources, Waters of the U.S., Land Use, and Hazardous Materials; Chapter 6 - Mitigation Measures for Cumulative Impacts; Chapter 7 - Section 4(f) Evaluation (Identification of Section 4(f) Uses, Impacts, and Means to Minimizing Harm); Chapter 8 - Public Hearing for the DEIS; Volume I, Appendix A - Correspondence on Impacts Assessments and Selection of The Preferred Alternative; and Volume II, Comments On the DEIS and Responses to Comments. The Executive Summary has also been supplemented to reflect these changes. In addition to Volumes I and II, supplemental technical studies are part of the administrative record and are referenced in this FEIS.

The Boulder City/U.S. 93 Corridor Study FEIS will be used by FHWA to decide on the various discretionary actions required to implement the project. FHWA's decisions will be identified in a Record of Decision (ROD). Statements on the FEIS will be accepted by FHWA and considered in the decision on this proposed action. The FEIS is being distributed for a minimum 30-day review period.