



Charles Hall Ferry Road and Ramp Extension EA



Why is this project needed now?

The National Park Service, in partnership with the Utah Department of Transportation (UDOT), is proposing to extend and improve the Charles Hall ferry terminal road and ramps on State Route 276 (SR-276) in Bullfrog and Halls Crossing, Utah. The ferry service provides a direct route across Lake Powell that is frequently utilized by the local communities and visitors as it significantly decreases travel distance and time between the east and west sides of Lake Powell.

Currently, the existing terminal ramps can safely accommodate the ferry at a lake elevation of 3,610

feet. Over the past several years, lake levels have fallen below 3,610 feet, resulting in restricted use of the existing terminal ramp in Bullfrog. This has required the ferry to temporarily relocate near the recreational boat ramp, creating congestion and associated risks for pedestrians and recreational boaters. The temporary relocation has also increased the distance, time, and costs associated with ferry operations per trip.

This project is needed to allow for continued ferry services to an elevation of 3,555 feet and to maintain safe and normal ferry operations given a trend of decreasing lake elevations.

How will the project affect existing ferry operations and services?

The project implementation would occur in the off-season, during months which the ferry is not in service (tentatively January through March 2017). Normal ferry operations will not be affected from

construction work. Upon completion, this project will improve normal ferry operations, safety, and will allow for operations to continue at lake elevations below 3,610 feet to 3,555 feet.

How will a decision be made?



An Environmental Assessment (EA) will be prepared in compliance with the National Environmental Policy Act (NEPA) to provide a decision-making framework that:

- 1) analyzes a reasonable range of alternatives to meet project objectives,
- 2) evaluates potential issues and impacts to park resources and values, and
- 3) identifies mitigation measures to lessen the degree or extent of adverse impacts.

The project will also comply with Section 106 of the National Historic Preservation Act and all other applicable laws and regulations.

