

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
for I-515/Charleston Boulevard Interchange Improvements**

Federal Aid Number: CM-0159(013)

NDOT Project Number: 74030

EA Document Number: FHWA-NV-EA-19.01

September 2019

1 Study Area Description

The Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT) prepared an Environmental Assessment (EA) to analyze transportation improvements to:

- Interstate 515 (I-515) from the Charleston Boulevard interchange to the Eastern Avenue interchange
- I-515/Charleston Boulevard interchange
- Charleston Boulevard from Honolulu Street to Sacramento Drive

The study area is located near the center of the Las Vegas metropolitan area within the City of Las Vegas and the unincorporated town of Sunrise Manor in Clark County, Nevada (Figure 1). The I-515/Charleston Boulevard interchange is the key gateway to many residences and businesses in the northeast section of the Las Vegas Valley. The study area is a fully built urban environment.

2 Purpose and Need

The purpose of the I-515/Charleston Boulevard Interchange project is to reduce crashes, congestion, and travel delays by improving traffic movement on both Charleston Boulevard and I-515. Improving pedestrian safety along Charleston Boulevard is also a desirable outcome of the project.

The need for transportation improvements on I-515, the I-515/Charleston Boulevard interchange, and Charleston Boulevard is based on the following factors:

- **Improve Safety.** On I-515 and the I-515/Charleston Boulevard interchange entrance and exit ramps, there were 593 crashes over a 5-year period (2011-2016). Two hundred eight (35 percent) of these crashes resulted in an injury. The total, injury, and property-damage-only crash rates on I-515 and its ramps are almost two times higher than the statewide average crash rates for similar roads.

Along Charleston Boulevard in the study area, there were 920 crashes over a 5-year period (2011-2016). Four hundred twenty-five (46 percent) of these crashes resulted in an injury. The

total, injury, and property-damage-only crash rates on Charleston Boulevard in the study area are approximately four times higher than the statewide average crash rates for similar roads.

- **Reduce Travel Delay (Traffic Operations).** During rush hours, traffic backing up on the I-515 exit ramps to Charleston Boulevard causes delays on I-515. Traffic backups on the I-515 entrance ramps also causes congestion and delay on Charleston Boulevard. With no improvements, traffic operations on I-515 and Charleston Boulevard would continue to worsen, creating increased congestion and delay throughout the project corridor.
- **Improve Transit, Pedestrian, and Bicycle Connectivity.** Charleston Boulevard is a busy transportation corridor that serves vehicles, buses, bicyclists, and pedestrians. There were 13 crashes involving bicyclists or pedestrians between 2011 and 2016. In addition, sidewalks along Charleston Boulevard are not Americans with Disabilities Act (ADA) compliant.

3 Coordination

Public involvement and agency coordination were conducted throughout the EA development process. Activities included an agency and public scoping period, public stakeholder meetings, public information meeting, public hearing, and distribution of project outreach materials. The public involvement and agency coordination effort for the project was designed to be inclusive, comprehensive, and transparent. Input received was considered during alternative development and selection of the Selected Alternative.

The EA was approved for circulation on May 7, 2019. The public hearing was held on Thursday, May 23, 2019, at the East Las Vegas Community Center Ballroom, 250 N. Eastern Avenue, Las Vegas, Nevada, between 4 p.m. and 7 p.m. It consisted of an open house with exhibits of the project on display, and a presentation at 5:30 p.m., followed by a short question and answer period.

The hearing notice was published in the main news section of the *Las Vegas Review-Journal* on 5/8, 5/22, and 5/23. A Spanish-language version of the hearing notice was advertised in *El Tiempo*, a local Spanish-language newspaper on 5/15. Copies of the EA were made available for public review at NDOT District 1 offices, the East Las Vegas Community Center, the East Las Vegas Library, and the Sunrise Library. Hard copies were also available for viewing at the public hearing and the EA could also be viewed on the project website.

A mailing list of 6,572 property owners and residents was used to mail a two-sided, English and Spanish, hearing notice. In coordination with the NDOT Public Hearings Officer and NDOT's Public Information Officers emails, social media, and public relations outlets were utilized to advertise the public hearing.

Three comments from the public were received at the public hearing and during the public comment period, which was open until June 7, 2019. A summary of the comments received and response to the comments are provided in Table 1. Appendix A contains a transcript of the

public hearing, which includes the public comments and project team responses during the hearing, and a copy of the original comments submitted.

Table 1. Public Comments and Responses

Comment Summary	Response
<p><i>Written comment received at Public Hearing (Four Questions)</i></p> <ul style="list-style-type: none"> • Will improved drainage be added the interchange areas that are getting landscaped? There are large bodies of water there now. • During right-of-way phase, will the property owners be negotiated with on their land and asked to move? Have they already received information on the project? 	<ul style="list-style-type: none"> • Yes. The existing drainage basins and outlets are not performing as originally designed due to sediment accumulation and blockage. The proposed project will clear the basin outlets, rehabilitate the existing drainage components as necessary, and restore the overall drainage system performance to original conditions. Ongoing maintenance as part of NDOT's general I-515 maintenance program will be required to keep the drainage systems clear of sediment and debris. Due to the proposed highway widening and other off-site development, increases in stormwater runoff are expected relative to the original design and initial conditions. To increase stormwater storage capacity, the detention area in the northeast quadrant of the interchange will be expanded by excavating the basin approximately two additional feet below the existing ground surface. • NDOT's Right-of-Way Division, in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), will establish valuations, ensure that just compensation is offered for their property, and identify relocation assistance eligibility and amounts for owners and tenants. If the property owners are not satisfied with the state's offer of compensation and mutual agreement cannot be reached, the owner is entitled to pursue the establishment of just

Table 1. Public Comments and Responses

Comment Summary	Response
<ul style="list-style-type: none"> • Is the design/budget finalized? • Can we use the RTC bus shelter design that includes safety bollards? 	<p>compensation through a court of law having appropriate jurisdiction.</p> <p>All impacted, adjacent, and nearby property owners have been invited to the previous Public Information meeting conducted on September 22, 2016, as well as the recent Public Hearing conducted on May 23, 2019. At these meetings, project information has been presented, comments have been solicited, and sources of additional information, such as the project website, have been provided.</p> <ul style="list-style-type: none"> • No. At the completion of the environmental process, the project design is approximately 30 percent complete. Project cost estimates and budgets will be progressively refined as the final design phase is completed. • Design of the RTC bus shelter has not been finalized. The bus shelter installation will be coordinated with RTC and will adopt the latest RTC standards appropriate for use on Charleston Boulevard, considering the functional classification, traffic volumes, design speed, and other pertinent design parameters of the transportation facility.
<p><i>Written comment received at Public Hearing</i></p> <ul style="list-style-type: none"> • Don't forget about the fiber network on I-515 and Charleston boulevard that FAST uses. Over 100 fibers in the area. 	<ul style="list-style-type: none"> • NDOT recognizes the presence of the Freeway and Arterial System of Transportation (FAST) fiber optic network, as well as other utility operators in the study area. As part of the final design for I-515 and Charleston Boulevard improvements, NDOT will perform upgrades to the existing FAST system, including providing upgraded equipment. For portions of the existing system that are physically

Table 1. Public Comments and Responses

Comment Summary	Response
	unaffected by the project, NDOT will protect the existing fiber optic network in place..
<p><i>Verbal comment received at Public Hearing</i></p> <ul style="list-style-type: none"> <li data-bbox="203 468 776 539">• Is there a cost estimate yet? And the funding for this? <li data-bbox="787 468 1427 739">• The environmental stage cost estimate is \$42.5 million for the construction phase. That includes construction administration and is in year of expenditure dollars, so the total includes inflation. Funding is expected to be 95 percent federal dollars and 5 percent state dollars. 	

During the comment period, the Federal Emergency Management Agency sent a letter to NDOT advising NDOT to review the current effective Flood Insurance Risk Maps for the project area. As noted in the EA, no part of the project is located within a floodplain. The entire project area is in an area of minimal flood hazard (Zone X).

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) completed their review of the conformity determination for the Regional Transportation Commission of Southern Nevada's (RTCNSV) 2017-2040 Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). A joint FTA/FHWA air quality conformity determination for the RTP and TIP is required by the Environmental Protection Agency (EPA) Transportation Conformity Rule (40 Code of Federal Regulations (CFR) Parts 51 and 93) and the FTA/FHWA Metropolitan Planning Rule (23 CFR 450).

On September 12, 2019, the RTCNSV Board approved the 2017-2040 RTP/TIP determination of the air quality conformity analysis for the RTP/TIP and the revised analysis and results have been incorporated into the 2017-2040 RTP/TIP as submitted to FTA and FHWA. On September 13, 2019, FHWA and FTA, after consultation with the EPA Region 9 Office provided joint approval of the 2017-2040 RTP/TIP air quality conformity determination. By virtue of this project's (CL20130030) inclusion on the RTCNSV RTP/TIP, the project demonstrated it meets the planning and regional requirements for air quality. The project would not also cause localized CO or PM10 hotspot impacts; therefore, the proposed project meets the project-level conformity requirements as well.

4 Selected Alternative

The alternative selected by FHWA and NDOT for the I-515/Charleston Boulevard Interchange project will add auxiliary lanes (one lane in each direction) on I-515 and widen I-515 to the north/east and a tight diamond interchange at the I-515/Charleston Boulevard interchange.

4.1 I-515 Improvements

The Selected Alternative widens I-515 only to the north/east and adds an auxiliary lane in both the northbound and southbound directions along I-515 between Charleston Boulevard and Eastern Avenue (Figure 2). The Selected Alternative includes the following improvements:

- Widening I-515 24 feet to the north/east and shifting the center barrier 12 feet to the north/east
- Providing three 12-foot-wide through lanes in each direction
- Adding one 12-foot-wide auxiliary lane in each direction between Charleston Boulevard and Eastern Avenue (approximately 1.2 miles in each direction)
- Providing full 12-foot-wide outside shoulders in each direction
- Providing full 10-foot-wide inside shoulders in each direction
- Providing a 2-foot-wide concrete center median barrier
- Adding new exit lanes for a total of two exit lanes¹ at the existing:
 - Northbound I-515 exit ramp at Charleston Boulevard
 - Southbound I-515 exit ramp at Charleston Boulevard
 - Westbound I-515 exit ramp at Eastern Avenue
- Reconstructing the existing traffic noise walls to the north/east

4.2 Charleston Boulevard and I-515/Charleston Boulevard Interchange Improvements

The Selected Alternative for Charleston Boulevard and the I-515/Charleston Boulevard interchange is a tight diamond interchange and includes the following improvements (Figure 3):

- Widening Charleston Boulevard east of I-515 to Sacramento Drive, to provide:
 - Two dedicated right-turn lanes along westbound Charleston Boulevard to the I-515 northbound entrance ramp. One lane would begin at Sacramento Drive. The other lane would begin approximately 100 feet east of Del Amo Drive
 - Two westbound through lanes for traffic on Charleston Boulevard through the I-515 interchange
 - Three left-turn lanes from westbound Charleston Boulevard to the southbound I-515 entrance ramp with the dedicated left-turn lane beginning at Sacramento Drive
 - Three eastbound through lanes for traffic on Charleston Boulevard through the I-515 interchange

¹ The auxiliary lane would be an exit-only lane, while the lane next to it provides the driver the option of exiting or remaining on I-515. There is currently only one exit lane from I-515 at these interchanges.

- Providing three right-turn lanes from the I-515 northbound exit ramp to eastbound Charleston Boulevard
- Providing three left-turn lanes from the I-515 southbound exit ramp to eastbound Charleston Boulevard
- Providing three ramp metered lanes on the I-515 northbound entrance ramp
- Reconstructing sidewalks along Charleston Boulevard to include ADA improvements
- Developing new landscape treatments at the interchange
- Adding new traffic signals at ramp intersections and new street lighting

5 Impacts and Mitigation

Table 2 lists measures that will be implemented during the design or construction phases of the project to avoid, reduce, or otherwise mitigate environmental impacts associated with the project's Selected Alternative. Mitigation measures and actions are to comply with federal, state, and local laws and regulations. No changes have been made to the mitigation measures since the release of the EA.

The mitigation measures and commitments shown in Table 2 are not subject to change or modification without prior written approval from FHWA. This list does not include any FHWA permits, approvals, or reviews that are required related to plans, specifications, and estimates; rights-of-way; contracts; or other design or administrative aspects of the project.

Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
Contractors	3.2.1	Air Quality	NDOT will require equipment and vehicles used during construction to comply with U.S. Environmental Protection Agency emissions standards for on-road vehicles and off-road construction equipment. Construction contractors will be required by NDOT to comply with applicable dust-control requirements of the Clark County Department of Air Quality and NDEP, as necessary, and NDOT will implement best management practices to minimize emissions from construction. NDOT's contractor will submit a dust mitigation plan to the Clark County Department of Air Quality to obtain a dust control permit. Impacts associated with fugitive dust generated by construction will be mitigated by standard dust and emission control measures such as watering disturbed soil as required, reducing nonessential

Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
			earth-moving activity when it is windy, and limiting vehicle and equipment idling to the extent practicable. Additional measures to reduce construction fugitive dust emissions will be incorporated into the plans and specifications for construction in accordance with NDOT's <i>Standard Specifications for Road and Bridge Construction</i> (NDOT, 2014).
NDOT and Contractors	3.2.5	Biological Resources	NDOT requires a pre-construction presence/absence survey for breeding migratory birds and raptors will be performed no earlier than 7 days prior to the initiation of construction (ground disturbance). If active nests are identified, NDOT will protect them in place with a buffer and limit construction until the young leave the nest.
NDOT and Contractors	3.3	Traffic Noise	<p>The widening of I-515 to the north will remove the existing northbound traffic noise wall. A new traffic noise wall will replace it from the northbound Charleston Boulevard on-ramp to just past North Pecos Road and again from just west of North Mojave Road to the northbound Eastern Avenue off-ramp. A new small overlapping traffic noise wall will be needed at the southbound Eastern Avenue on-ramp. The gap on the northbound side of the freeway adjacent to the Desert Pines Golf Course located between North Pecos and North Mojave roads will remain.</p> <p>The homes on the north side of Charleston Boulevard between Del Amo Drive and I-515 will receive a new traffic noise wall.</p> <p>Mitigation measures for stationary and mobile equipment will be addressed in the construction contractor's contract with NDOT as needed and address institutional and engineering controls to reduce or minimize exposure to excessive noise.</p>

Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
NDOT and Contractors	3.5	Socioeconomic – Right-of-Way Acquisitions	<p>An estimated 1.19 acres of right-of-way acquisition is required, including four residential displacements. NDOT Right-of-Way Division, under the guidance of the Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act), will negotiate with the property owners directly affected, ensuring that fair market value is received for the required right-of-way.</p> <p>Property owners will receive compensation of not less than the approved appraisal value, and equivalent, safe, and sanitary replacement housing will be made available before anyone is displaced. Expenses for moving and other relocation costs will also be available. Renters will also be compensated and equivalent housing provided.</p> <p>A survey of available housing will be conducted and inventory identified by the NDOT Right-of-Way Division at the time of final appraisal and acquisition of right-of-way. Per the Uniform Act, this inventory will assist the displaced residents in finding similar residences when it is time to vacate their current property.</p> <p>The medical office building on the north side of Charleston Boulevard will lose some parking spots under the Selected Alternative. The value of the lost parking spots will be determined through appraisal and will be part of the acquisition offer made by NDOT.</p> <p>NDOT will coordinate with residents and businesses to address the construction-related temporary congestion and potential detours (including potential shared-use path detours) and maintenance of access.</p>
NDOT and Contractors	3.6	Environmental Justice	<p>Traffic Noise. The existing traffic noise walls on the north/east side of I-515 will be reconstructed to adequately mitigate traffic noise impacts along I-515. The homes on the north side of Charleston</p>

Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
			<p>Boulevard between Del Amo Drive and I-515 will receive a new traffic noise wall.</p> <p>Land Use/Property Acquisition. NDOT will provide compensation and relocation assistance for those residents affected by acquisition and displacement, in compliance with the Uniform Act. Property owners will receive compensation of not less than the approved appraisal value, and equivalent, safe, and sanitary replacement housing will be made available before anyone is displaced. Expenses for moving and other relocation costs will also be available. Renters will also be compensated and equivalent housing provided.</p> <p>Socioeconomic/Public Use Lands. To maintain connectivity within the community, NDOT will reconstruct and resurface the shared-use path between Stewart Avenue and Charleston Boulevard on the east side of I-515. Reconstruction will take place in the area of direct impact (just south of Stewart Avenue).</p> <p>Visual Quality. Traffic noise walls will include aesthetic treatments sensitive to the surrounding population to minimize potential visual impacts, consistent with the existing aesthetic treatment on traffic noise walls. The traffic noise walls will be painted and have patterns on both sides. In addition, decorative rock is proposed to be placed along all bare ground and slopes from the back of structures to the NDOT right-of-way along I-515. Decorative rock will also be placed along the bare ground between the on- and off-ramps and I-515. This will result in higher aesthetic value while also providing slope protection.</p> <p>Additional decorative elements could be placed at the I-515/Charleston Boulevard interchange (see Section 3.7.4). The type of ornamentation in the walls and at the I-515/Charleston Boulevard interchange will be selected in consultation with residents as part of a stakeholder group</p>



Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
			<p>presentation. In addition, in areas where trees will be removed during construction, NDOT will plant more trees than were removed. Trees will be replaced using a ratio of 2:1 or greater.</p> <p>In addition, new lighting for the Selected Alternative will be focused away from the residential areas to minimize nighttime visibility of the lights.</p>
NDOT	3.7	Visual Resources	<p>The Selected Alternative will include new traffic noise walls using the same patterning and color as current traffic noise walls for corridor consistency. The traffic noise walls will be painted and have patterns on both sides. In addition, decorative rock will be placed along all bare ground and slopes from the back of structures to the NDOT right-of-way along I-515. Decorative rock will also be placed along the bare ground between the on- and off-ramps and I-515. This will result in higher aesthetic value while also providing slope protection. Existing maintenance access will remain.</p> <p>Additional decorative elements could be placed at the I-515/Charleston Boulevard interchange. The type of ornamentation in the walls and at the I-515/Charleston Boulevard interchange will be selected in consultation with residents as part of a stakeholder group presentation. In addition, in areas where trees will be removed during construction, NDOT will plant more trees than were removed. Trees will be replaced using a ratio of 2:1 or greater.</p> <p>The light system for the Selected Alternative will use LED fixtures designed to help mitigate sky glow, light trespass, and glare. LED fixtures last longer than the current lighting along I-515 and require less electricity.</p>
NDOT and Contractors	3.8	Stormwater Management	<p>I-515: Mojave Road to Pecos Road. Modify the existing infiltration basin around the perforated</p>

Table 2. Project Mitigation Measures

Responsible Party	EA Section	Mitigation Category	Description
			<p>corrugated metal pipe by raising the existing berm approximately 0.5 foot to accommodate the increased stormwater flows.</p> <p>I-515: Stewart Avenue to Charleston Boulevard (includes I-515/Charleston Boulevard interchange). Expand the existing detention ponds at the northeast quadrant of the I-515/Charleston Boulevard interchange by excavating approximately 2 feet in depth below the existing surface of the detention ponds. Interchange ramps will drain to drainage ponds and not add additional stormwater volume to the Charleston Boulevard stormwater system.</p> <p>As part of the development of best management practices for the project, NDOT’s construction contractor must file a Notice of Intent with NDEP’s Bureau of Water Pollution Control to comply with the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). The contractor will develop a Stormwater Pollution Prevention Plan before construction to identify potential stormwater pollution sources and appropriate best management practices to prevent or reduce, to the maximum extent possible, pollutant discharges associated with construction.</p>

6 FONSI Requirements

This FONSI is based on the EA, supplied materials, and the NDOT Hearing Certification, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need for, environmental issues concerning, and impacts of the project. In addition to mitigation commitments described in the EA, a list of mitigation measures is part of this FONSI (Table 2). These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA and its attachments.

With respect to a FONSI, 23 *Code of Federal Regulations* 771.111(f) requires evaluation of the following:



1. The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. The project must have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

6.1 Logical Termini

The study area termini of Pecos Street on the west and Lamb Boulevard on the east along Charleston Boulevard are logical termini for this project because traffic operations and safety issues along this portion of Charleston Boulevard are tied to the I-515/Charleston Boulevard interchange. The termini on I-515 of the I-515/Eastern Avenue interchange and Wyoming Avenue are logical because traffic operations on this portion of I-515 influence traffic movements at the I 515/Charleston Boulevard interchange.

The existing traffic operations issues along Charleston Boulevard in the study area affect traffic operations on I-515. Traffic issues along Charleston Boulevard are often the result of traffic attempting to enter I-515 at the on-ramps from Charleston Boulevard. Likewise, traffic operation issues on I-515 between Charleston Boulevard and Eastern Avenue are often the result of traffic attempting to exit I-515 to access Charleston Boulevard.

The termini are of sufficient length to address environmental matters, provide a section of study that has independent utility, and would neither require nor preclude other future transportation improvements identified in the Regional Transportation Commission of Southern Nevada (RTC) regional transportation plan.

6.2 Independent Utility

A separate planning study is occurring in this corridor — the I-515 Alternatives Development Study, which covers a larger area. However, this I-515/Charleston Boulevard Interchange project can be considered a usable and reasonable expenditure even if no additional transportation improvements in the area are made. This project and the environmental issues addressed in the EA can be treated on a sufficiently broad scope to ensure that the project would function properly without requiring additional improvements elsewhere, and the project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements, such as those recommended as part of the larger I-515 Alternatives Development Study.

6.3 Other Transportation Projects

As proposed, the Selected Alternative would not prevent NDOT, RTC, Clark County, or the City of Las Vegas from implementing other transportation projects.

7 Statute of Limitations

FHWA may publish a notice in the *Federal Register*, pursuant to 23 *United States Code* 139(l), stating that one or more federal agencies have taken final action on permits, licenses, or approvals for this project. After the notice is published, claims seeking judicial review of those federal agency actions must be filed within 150 days of the publication date of the notice, or within a shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

8 Concluding Statement and Determination

This project is needed to improve safety and reduce travel delay along I-515 between the Charleston Boulevard interchange and Eastern Avenue interchange and along Charleston Boulevard at the I-515 interchange. FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Selected Alternative.

FHWA has determined that the Selected Alternative, as presented in the EA and described in Section 4, would have no significant impact on the human environment. This FONSI is based on the EA dated May 2019, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need for, environmental issues concerning, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA. Following the issuance of this FONSI, NDOT must consult with FHWA prior to requesting any major approval or grants to establish whether the approved EA and FONSI remain valid. These consultations will be documented when determined necessary by FHWA in a re-evaluation document.

Approved by:

A.A. Abdalla

Date:

9-19-19

Abdelmoez Abdalla, Ph.D.
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration

Approved by:

I. Alattar

Date:

9/19/19

Iyad Alattar, P.E.
Transportation Engineer
U.S. Department of Transportation
Federal Highway Administration

Figures

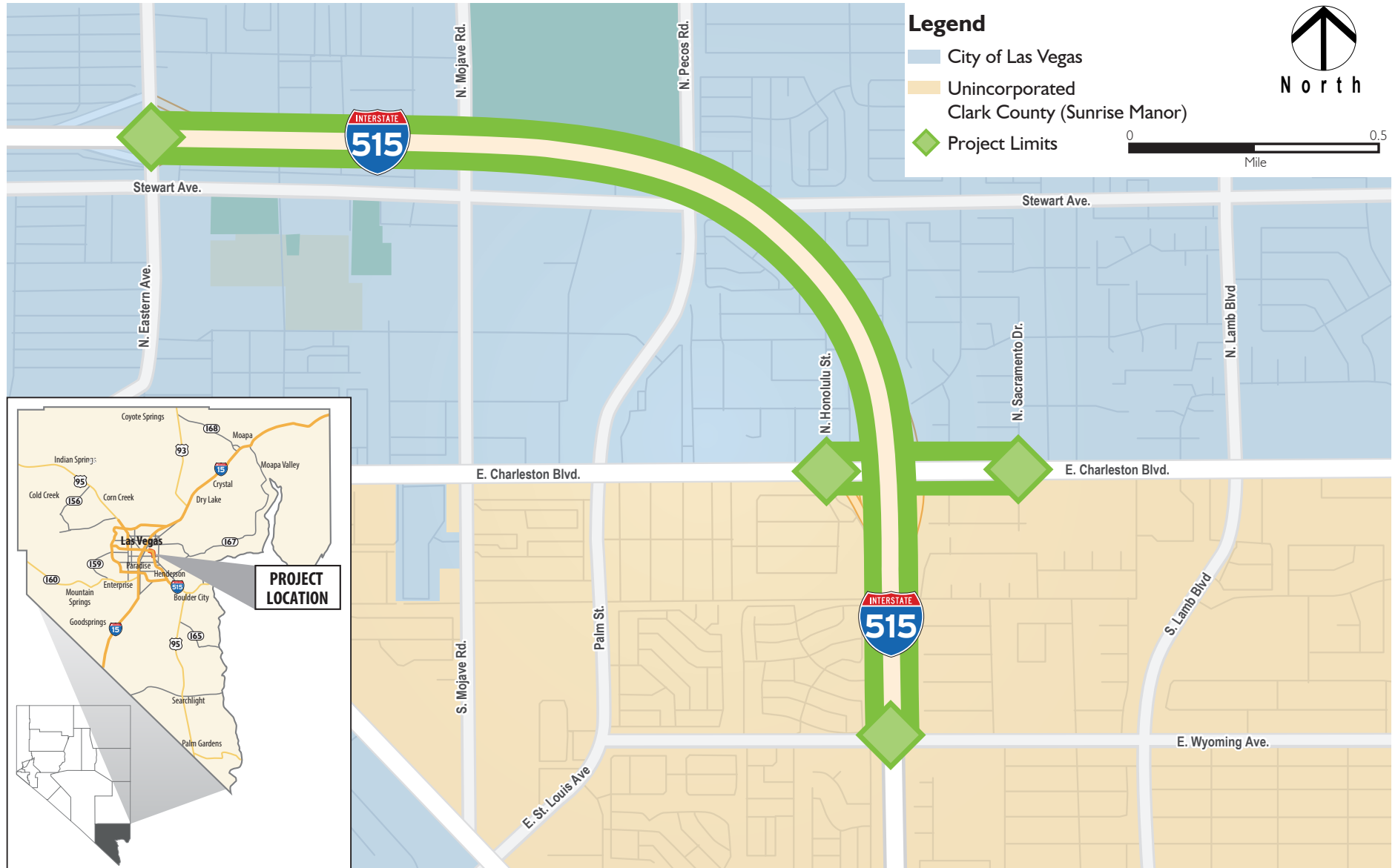


Figure 1
Project Location Map

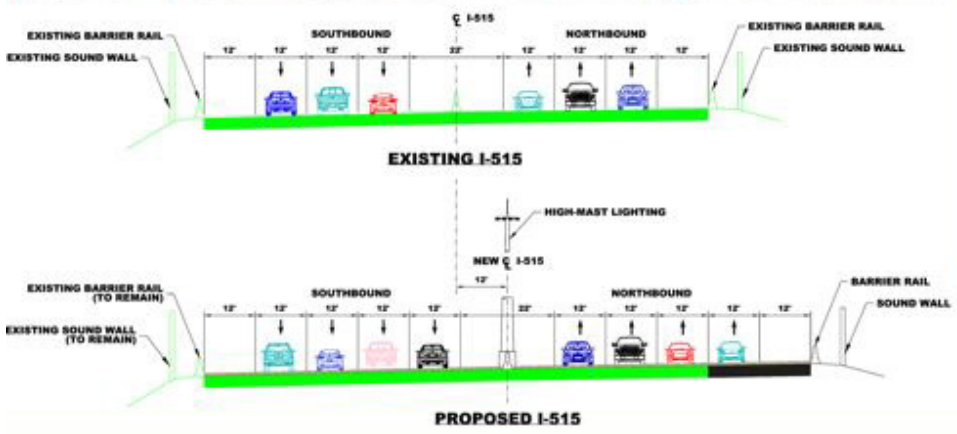


PLAN VIEW LEGEND

- New Pavement
- Asphalt Overlay
- Bridge
- Sidewalk

Auxiliary Lanes on I-515:

- Additional lane provided on I-515 in each direction
- All widening will take place on the northbound side
- Centerline of I-515 will shift 12 feet to the north



- TYPICAL SECTIONS LEGEND**
- Existing Pavement
 - 1" Asphalt Overlay
 - New Pavement

All Information Presented is Preliminary and Subject to Revision

Figure 2A
Selected Alternative: I-515 Improvements (1 of 2)





Figure 2B
Selected Alternative: I-515 Improvements (2 of 2)



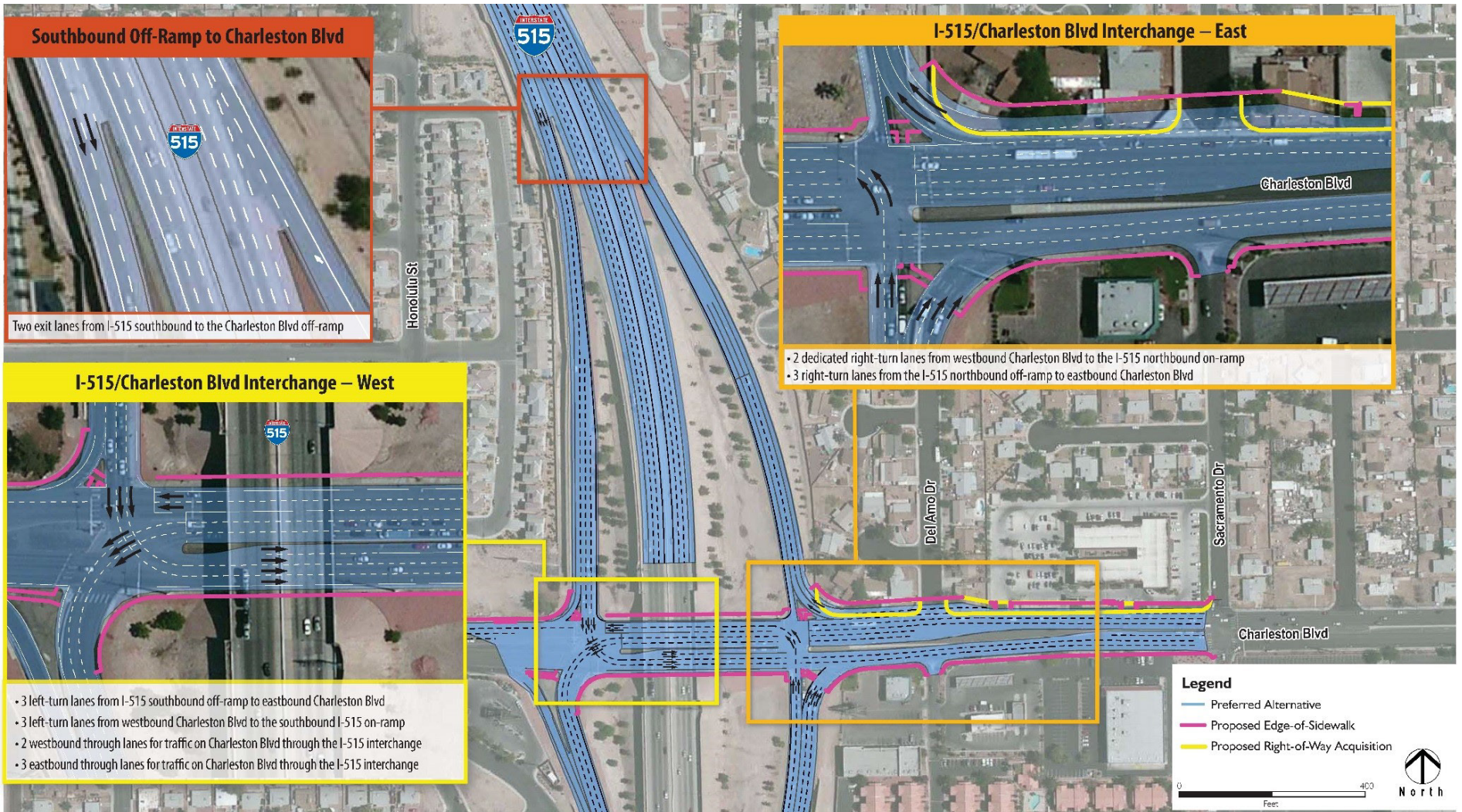


Figure 3
Selected Alternative: Charleston Boulevard and I-515/Charleston Boulevard Interchange Improvements



Appendix A
Comments Received during Public Comment
Period and Public Hearing Transcript

COMMENT FORM

Nevada Department of Transportation Public Hearing
I-515/Charleston Boulevard Interchange Improvements
May 23, 2019

▪ Please Print Clearly ▪

Date: 5/23/19

Name: Melissa Clary

Address: 1431 Sweeney Ave.

City: Las Vegas State: NV ZIP Code: 89104

Phone (Day): (702) 277-4566 Phone (Evening): _____

E-mail Address: malery121@gmail.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: _____

- Will improved drainage be added to the interchange areas that are getting landscaped? There are large bodies of water there now.
- During the Right-of-Way phase, will the property owners be negotiated with on their land and asked to move? Have they already received information on the project? Is the design/budget finalized?
- Can we use the RTC bus shelter design that includes ^{safety} bollards?

Comments will be accepted through 5 p.m. Friday, June 7, 2019

Please mail to: Rick Splawinski, PE, Project Manager, NDOT
1263 S. Stewart Street, Carson City, NV 89712

Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Nevada Department of Transportation Public Hearing
I-515/Charleston Boulevard Interchange Improvements
May 23, 2019

▪ Please Print Clearly ▪

Date: 5/22/19

Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Phone (Day): _____ Phone (Evening): _____

E-mail Address: _____

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: DON'T FORGET ABOUT THE FIBER
NETWORK ON 515 AND ON CHARLESTON THAT F.A.S.T.
USES. OVER 100 FIBERS IN THE AREA
EAST-WEST- NORTH-SOUTH

Comments will be accepted through 5 p.m. Friday, June 7, 2019

Please mail to: Rick Splawinski, PE, Project Manager, NDOT
1263 S. Stewart Street, Carson City, NV 89712

Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

Public comment received during question and answer portion of Public Hearing:

4 MR. WELSH: My name is August Welsh.

5 Is there a cost estimate yet?

6 MR. SPLAWINSKI: Yes. The environmental
7 stage cost estimate, but 42 and a half million for the
8 construction phase. That includes construction
9 administration, allows for construction administration
10 and those will be in expenditure dollars so that
11 includes inflation.

12 MR. WELSH: And the funding for that?

13 MR. SPLAWINSKI: Expected to be 95 percent
14 federal and 5 percent state.

15 THE WITNESS: Thank you.

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



May 20, 2019

Rick Splawinski, P.E., Project Manager
NDOT (Nevada Department of Transportation)
1263 South Stewart Street
Carson City, Nevada 89712

Dear Mr. Splawinski:

This is in response to your comments regarding the Transportation Notice Public Hearing for I-51/Charleston Boulevard Interchange Improvements project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Clark (Community Number 320003), Maps revised November 16, 2011. Please note that the County of Clark, Nevada is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Rick Splawinski, P.E., Project Manager, NDOT

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May 20, 2019

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Clark County floodplain manager can be reached by calling Denis Cederburg, Director, Public Works Department, at (702) 45-6020.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Denis Cederburg, Director, Department of Public Works, Clark County

Bunny Bishop, State NFIP Coordinator, Nevada Division of Water Resources

Michael Hornick, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

Nevada Department of Transportation Public Information Meeting

I-515/Charleston Boulevard Interchange Improvements

05/23/2019



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NEVADA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING INFORMATION MEETING FOR
I-515/CHARLESTON BOULEVARD INTERCHANGE IMPROVEMENTS

Taken on Thursday, May 23, 2019

At 4:00 p.m.

By a Certified Court Reporter

East Las Vegas Community Center

250 North Eastern Avenue

Las Vegas, Nevada

Reported By: Karen L. Jones, CCR NO. 694

Job No.: 33779

1 APPEARANCES:
 2 Rick Splawinski, PE, NDOT, Senior Project Manager
 Cary Baird,
 3 Julie Maxey, Public Hearings Officer
 4

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13 E X H I B I T S

- 15 Exhibit A I-515/Charleston Boulevard
Interchange Improvements
16 Information Meeting Packet
(English)
- 17 Exhibit B I-515/Charleston Boulevard
18 Interchange Improvements
Information Meeting Packet
19 (Spanish)
- 20 Exhibit C Comment Forms
- 21 Exhibit D Sign-in Sheet

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P R E S E N T A T I O N

* * * * *

MS. MAXEY: We're going to go ahead and get started with our public hearing regarding 515/Charleston Boulevard interchange improvements. My name is Julie Maxey. I'm the Public Hearings Officer for the Nevada Department of Transportation and I would like to welcome you.

Thank you for coming out today. It's a really busy time. It seems like there's a lot of graduations going on and I guess last day of school was today, so there's a lot of things going on here in town.

So before we get started. I'd like to ask you to please hold your questions and comments until we get to the question-and-answer session. The speaker tonight is Rick Splawinski. He will be going through the presentation. In addition to the English slides over here, we also have it translated into Spanish, and we have Janet here today who is doing your interpretation for non-English speakers. So thank you, Janet, for being here tonight and taking care of that for us.

When you get to the Q and A, please state

1 your name clearly for the public record. And we have
2 Oasis here tonight taking down the transcript for the
3 public record. About three minutes, we've got a small
4 crowd tonight, so if you want to take a couple more,
5 that's okay. And the court reporter will be doing the Q
6 and A, as well. All of the transcripts can be available
7 if you would like a copy. Usually takes a couple weeks
8 for me to get those into our office.

9 With that, I'll turn it over to Rick.
10 Please remember to hold your questions until after we
11 get through the slide presentation. Thank you.

12
13 MR. SPLAWINSKI: Thank you, Julie. As you
14 mentioned, I'm Rick Splawinski, the NDOT project manager
15 for the Charleston interchange improvements. Before we
16 get started with our presentation, I want to make some
17 quick introductions. I'd like to introduce Chris Young
18 with the Environmental Services Division of NDOT. He
19 has led this effort through the environmental phase,
20 which we'll be talking about tonight.

21 And I'd like to ask all NDOT employees here
22 tonight, please raise your hand. So these are the
23 people -- some of the people that can help answer
24 questions.

25 And then, secondly, I'd like to introduce

1 Jack Sjostrom and Jim Caviola, if he's still here with
2 CA Group. This is the engineering consultant and
3 environmental consultant that the department hired to
4 prepare this environmental study. And Jack, if you
5 would have your team -- your employees and your
6 subconsultants raise their hands. Thank you. These are
7 also people that can help answer questions.

8 I'd like to introduce Don Sawyer with
9 Granite Construction. The department has decided to use
10 a construction manager at risk, project delivery method.
11 Granite has already been selected so we have a
12 contractor on board.

13 Do you have anybody with you here tonight,
14 Don? Okay.

15 And just real quickly before we again get
16 into the 515/Charleston presentation, we have
17 information on the table and staff along this back wall
18 here representing Project Neon, the HOV system in
19 Las Vegas, the Downtown Access Project, the 515
20 alternative study which was the pre-cursor to this
21 project, and the 515 Southbound Auxillary Lane project.
22 We'll have people staffing those tables after the
23 presentation if you have questions with those projects
24 or you can ask questions about those projects during the
25 Q and A, but this hearing is for the 515/Charleston

1 interchange project.

2 So what to expect tonight. We'll provide a
3 project overview of the 515/Charleston interchange
4 project, a summary of the project environmental impacts.

5 The next steps after the hearing tonight,
6 you'll have an opportunity for open discussion with
7 project representatives, opportunity to submit comments
8 and you'll be able to learn how to stay involved.

9 The location of the project, most of you are
10 familiar with, but just in general on 515, the
11 improvements will extend from Wyoming Avenue to the
12 south around to Eastern Avenue. And then on Charleston
13 Boulevard, improvements from Sacramento Drive to
14 Honolulu, Sandhill on the other side of the interstate.

15 So a brief history of the project. On
16 September 1st, 2016, NDOT sent out an Intent to Study
17 letter. Most of the residences or should be all of the
18 residences that received letters for this meeting
19 tonight should have received that Intent to Study
20 letter, as well as a -- all the project stakeholders
21 from the federal government, Federal Highway
22 Administration, other federal agencies, EPA, state
23 agencies, local public agencies, Clark County, City of
24 Las Vegas, elected officials. Any stakeholder that
25 might be affected by this project received this Intent

1 to Study letter, which is just an announcement that NDOT
2 was going to start an environmental study for these
3 improvements.

4 And then on September 23rd in this room, not
5 quite three years ago, we had a public information
6 meeting where we rolled out what we anticipated the
7 project to entail at that time. And then since
8 September 2016 through -- really through 2017, we
9 developed alternatives and identified a preferred
10 alternative for the project and that includes on 515 the
11 addition of an auxiliary lane in each direction on 515
12 between Charleston Boulevard and Eastern Avenue.

13 And then the preferred alternative for the
14 515 Charleston interchange is an improved tight-diamond
15 interchange. In May of 2019, this month, the
16 environmental assessment or EA, environmental study, was
17 approved by the Federal Highway Administration for
18 public review. And that's what we're conducting here
19 tonight, this public hearing, which is today May 23rd,
20 2019, we're holding the public hearing.

21 So this is just a graphical depiction of the
22 project history. We start over here on the left with
23 long-range planning and then intermediate range of
24 multi-year planing, state improvement program. Then, as
25 I mentioned, we initiate the project and we enter the

1 NEPA phase.

2 So NEPA, you'll see this acronym in many
3 slides and displays it's defined here as National
4 Environmental Policy Act. That's the federal law that
5 governs how we conduct these environmental studies and
6 that's where we are now.

7 That NEPA process has led NDOT to prepare an
8 environmental assessment, or EA, for this project, an
9 environmental study. Once we complete the environmental
10 phase or the NEPA phase, we'll enter into final design,
11 prepare construction plans for the proposed
12 improvements, we'll acquire any necessary rights-of-way,
13 move into construction, and then operate the new
14 facility.

15 The first step or one of the first steps in
16 the NEPA or environmental process is determining the
17 project need. So this project is needed to improve
18 safety, reduce travel delays, improve transit,
19 pedestrian and bicycle connectivity. And the need for
20 these improvements sets the stage for establishing the
21 parameters for developing and evaluating the project
22 alternatives.

23 Once the need for the project has been
24 determined, the next step is to define the project
25 purpose and the purpose for this project or multiple

1 purposes are to reduce crashes, reduce congestion,
2 improve travel reliability, improve pedestrian safety
3 along Charleston Boulevard. And then once these
4 purposes are defined, the alternatives are evaluated
5 against how they satisfy these purposes.

6 By way of background, this is just an aerial
7 view, a plan view or aerial view of the existing
8 Charleston interchange. It's considered a tight-diamond
9 configuration, which just means the southbound exit and
10 entrance ramps line up at a signalized intersection and
11 northbound exit and entrance ramps line up at a
12 signalized intersection. The interchange is shaped like
13 a diamond that's kind of compressed to a relatively
14 short distance to the signalized ramp intersections and
15 keep those intersections close to the freeway.

16 Over on the west side, again, Honolulu
17 Street and Sandhill Drive on the west of the ramp
18 intersections, not shown in this zoomed-in view is
19 Sacramento Drive just off the screen here and, of
20 course, Charleston, east, west.

21 You might be able to see even in this image
22 that -- it's kind of a random aerial photograph, but you
23 can see the queues, traffic lining up at the southbound
24 exit ramp, queues lining up northbound exit ramp.

25 Here we had probably the light just turned

1 green and two of the cars came and turned left. We
2 always have cars stacked up here to turn left onto the
3 northbound on-ramp. That's the existing interchange.

4 The proposed project here is represented by
5 the preferred alternative, and this slide shows with a
6 couple of insets what that preferred alternative looks
7 like. And I know -- I know you can't read it with the
8 lanes and so forth, but we do have boards in the back
9 that show where you can get close to it and you can see
10 the detail. But in general this improved tight-diamond
11 interchange included in the preferred alternative will
12 add lanes where we have the highest volume of movement.

13 So we'll have triple left-turn lanes for
14 example in the southbound exit ramp, triple left-turn
15 lanes to turn onto Charleston and the reverse of that
16 movement, westbound Charleston to get on southbound
17 I-515 triple left-hand turn lanes, triple right-turn
18 lanes from the northbound exit ramp onto Charleston
19 eastbound, and there will be a double right-turn lane
20 pocket from Charleston to get onto the northbound 515.

21 So the proposed improved tight-diamond
22 interchange will be seven lanes westbound approaching
23 the -- approaching the interchange and still have three
24 lanes eastbound on the east side of the interchange. So
25 that's the configuration of the preferred alternative at

1 the Charleston interchange.

2 This inset is a blow-up of the 515 freeway.
3 These black lines on the right side of the freeway
4 represent the widening. I mentioned that the preferred
5 alternative includes an additional auxiliary lane in
6 each direction between Charleston Boulevard and Eastern
7 Avenue on 515.

8 The way that will be accomplished is to
9 build 24 feet of widening on one side of the highway.
10 Each lane on the freeway is 12 feet wide. We need two
11 more 12-foot lanes. We'll build 24 feet of widening on
12 the northbound side of the freeway, this black line
13 (indicating).

14 But then to rebalance and get an equal
15 number of lanes northbound and southbound, we'll move
16 the median barrier over 12 feet towards the northbound
17 lanes. So we build all the widening on one side then we
18 move the median barrier over 12 feet and we gain four
19 lanes in each direction.

20 The environmental resources that were
21 considered as we developed and evaluated these
22 alternatives and selected the preferred alternative are
23 listed on this slide. I won't read them all to you, but
24 it's a comprehensive list of environmental resources.

25 You can see -- I'll give you a minute to

1 read them for yourself, but traffic noise, land use,
2 environmental justice, storm water, air quality and
3 culteral resources, biological resources and so forth.
4 So all these environmental resources were considered in
5 the environmental study we conducted.

6 And the proposed improvements will have
7 impacts. This slide shows right-of-way -- potential
8 right-of-way impacts. It might be a little bit
9 difficult to see on the slide, but again, we have boards
10 that you can see afterwards.

11 This slide shows the widening. The proposed
12 widening on Charleston Boulevard will occur on the north
13 side of Charleston Boulevard. And so there will be
14 right-of-way impacts to the properties that front
15 Charleston Boulevard between Sacramento Drive and the
16 northbound on-ramp. This slide shows the proposed
17 improvement superimposed on top of the existing
18 topography and the existing properties.

19 And then this inset here in the upper right
20 is a little blow-up of the bridge of I-515 over Stewart
21 Avenue. As I mentioned, 515 is being widened by 24 feet
22 on the northbound side. The bridge, the bridge along
23 515 will be widened by that same 24 feet. And so
24 there's a right-of-way impact on the corner, triangular
25 corner of this lot here to make room for that 24-foot

1 widening.

2 Other project impacts include noise wall
3 proximity impacts for all the residences on the
4 northbound side of 515, so the east of the north side of
5 I-515. There's a noise wall there now. After we build
6 the 24-foot widening along the northbound side, there
7 will be a new noise wall, but for all the residences
8 along the northbound side that noise wall will be
9 24 feet closer to them. So that's the noise wall
10 proximity impact.

11 And then the project, the preferred
12 alternative includes converting to high-mast lighting,
13 which will be as shown in this slide constructed on the
14 center line of I-515 instead of the more conventional or
15 cobra-headed lights that exist along the freeway now.
16 So the high-mast lights will be 70 feet high in the
17 preliminary design and located on the centerline of 515.

18 There will be impacts during construction.
19 The typical impacts are longer delays. There are delays
20 now, but in order to build the improvements we have to
21 shift the traffic onto less lanes while we construct one
22 side of the roadway. So the delays during construction
23 will get worse. The speeds will be reduced during
24 construction. We'll have noise and dust and pedestrian
25 detours.

1 But the contractor will develop a
2 transportation management plan to maintain traffic and
3 to maintain it safely and to minimize the interruptions
4 during construction.

5 So with those impacts, we do expect to
6 realize project benefits when the project is complete.
7 So after the new facility opens, we expect to have
8 improved travel times, fewer crashes, improved
9 pedestrian/bicycle safety, and improved interchange
10 landscaping and aesthetics.

11 And at this point on the subject of
12 landscaping and aesthetics, I'd like to bring up the
13 landscaping and aesthetics consultant on the design
14 team, Cary Baird, and he's going to go over that
15 proposed landscaping and aesthetic improvements.

16 MR. BAIRD: Thank you. My name is Cary
17 Baird. I'm a landscape architect, and I was retained to
18 help with the next step of this design process and
19 that's the landscaping aesthetics.

20 We started this project collectively as a
21 group to discuss what did we want to accomplish for
22 aesthetics on this project.

23 So we pulled some consensus statement.
24 We've been doing aesthetics here in Las Vegas for many
25 years, actually since 1993. The first interchange I was

1 involved with was the Sahara interchange and I-15, and
2 I've been off and on involved with different aesthetics
3 projects ever since that time and this is one of the
4 ones I'm proud of.

5 For this project we wanted to explore like
6 you've seen throughout Las Vegas a lot of the aesthetics
7 talk to biodiversity plant forms, wildlife, a lot of
8 native wildlife. You see that on image panels of the
9 freeway, freestanding sculptures. We wanted to tackle
10 something a little different given the uniqueness of
11 this area; there's a lot of cultural diversity. So we
12 wanted to look to that as an opportunity to do something
13 unique here.

14 So we pulled the Las Vegas census statement
15 and what's unique about Las Vegas, I had a pleasure of
16 meeting a few natives who have been here in Las Vegas
17 for many years. It's a pleasure to meet people with
18 long roots here. But Las Vegas is a melting pot, many
19 cultures, people who have come here from all over the
20 world. And some interesting statistics came out of it.
21 There's over 200 different cultures represented here in
22 Las Vegas. I'm sorry, yes. Of which there's a hundred
23 different languages spoken here in Las Vegas.

24 So we saw as an opportunity, -- well, you
25 know, times have been changing. We saw as an

1 opportunity to celebrate that. Through the different
2 holidays throughout the year, there are many events
3 different cultures celebrate different ways. So we
4 wanted to take that opportunity and express it in some
5 of the aesthetics on this job.

6 So what we're proposing is to design some
7 sculpture, large sculpture at different sides of the
8 interchange you can see here with the blue ribbon. As a
9 landscape architect some of us get wild with some of
10 these ideas so drugs do come handy sometimes for this
11 kind of inspiration. You kind of go, "What the heck is
12 he thinking?"

13 So we're creating some sculptures of human
14 forms, and what we're doing abstractly -- I like working
15 abstractly because it lends itself to interpretation
16 versus a specific definition -- that the sculptures
17 would be designed with different patterns on them, using
18 different colors. So each person form that you see here
19 will be represented differently.

20 We're also looking to light them up at night
21 with LED lighting, program them so they change to
22 different colors. And we use this blue line you see
23 that will be a metal ribbon, and each of these forms in
24 different ways touch that ribbon. And that's our way to
25 express unity and we're calling this multicultural

1 celebration, forms of dancing and celebrating. And it's
2 representative of many different cultural activities
3 that we saw throughout Las Vegas over the last two or
4 three years, how they celebrate different events
5 important to them.

6 So in addition to the sculpture, we're going
7 to have other forms. We're going to be painting the
8 bridge with patterns that represent flowers. A lot of
9 cultures have dances, symbolisms with flowers, and we
10 wanted to bring that element into the design
11 interchange.

12 The entire interchange we're going to design
13 with new rockscape. And you can see here we have some
14 ribbon and patterns, and that's symbolic of what we're
15 trying to express here with this ribbon as a celebration
16 of multiple cultures.

17 We're going to refresh the landscape with
18 new trees. The landscaping, there's a lot of trees that
19 are tired so we want to do a refresh, do new trees and
20 plants that all do well. And knowing we're very
21 conscious about water, we design all our freeway
22 landscapes with zero irrigation. So we've done our
23 research and found plants that do really well in an
24 urbanite setting. And you can just go outside in our
25 desert and you will see. In fact, right now is a good

1 time is walk in our desert and you'll see different
2 native plants and flower. So we want to bring that in.

3 So what that does for us is it allows these
4 native plants to establish and do well and not have to
5 worry about them dying off. So we'll have landscape
6 rock, different colors. We'll be repainting the bridge
7 and the multicultural forms of the sculptures.

8 As part of the roadway widening project as
9 Rick mentioned on the north side of Charleston is --
10 this is an existing view. I was brave and I stood in
11 the middle of the Charleston -- of course I did this on
12 a Sunday when traffic was lighter -- to take a picture
13 of what this specific corner looks like, which is the
14 on-ramp going northbound on 95. So this is what it
15 currently looks like today.

16 So our intent with the widening is to come
17 in and introduce new plant materials, shrubbery, trees.
18 These will all be irrigated, by the way. Because we do
19 have irrigation that waters all the trees out there now;
20 we want to keep that and add to it. But we'll try to
21 use shrubbery that's native which will save maintenance
22 costs and will actually look better than ornamental
23 plants.

24 So this board, which I have over here, if
25 you have any questions later, is kind of an overview of

1 what the Charleston interchange looks like, and we
2 created these three-dimensional views to show visual
3 simulation that when you're driving, what that
4 experience will look like when we're all done.

5 So with that, I'm going to turn it back to
6 Rick.

7 MR. SPLAWINSKI: Thank you, Cary. I was
8 okay with the podium. I'll move around now, too. I
9 only have one more slide.

10 So these are the next steps. Public
11 comments, your comments are due June 7th, 2019. NDOT
12 will address and our team will address the substantive
13 comments received, and then we'll request approval from
14 the Federal Highway Administration for a Finding of No
15 Significant Impact, or FONSI, that will include the
16 environmental phasing project. Once that's received,
17 then we'll start middle of this year in design. The
18 design process will carry through 2021. We'll begin the
19 right-of-way acquisition process in 2020, expecting to
20 take two years or so, 2020 to 2021.

21 And then early 2022, we expect to start
22 construction. It might be a year and a half, maybe
23 15-month construction period. So maybe -- today's
24 May 23rd. So maybe May 23rd of 2023. So four years
25 from today we'd have the facility constructed and open

1 and operational.

2 And that concludes our presentation. I'll
3 turn it back over to Julie and she'll review the process
4 that we'll use for the questions and answers.

5 MS. MAXEY: Thanks, Rick. So before we get
6 started on the Q and A, I do want to draw attention to
7 the handout. There's a comment sheet on the back of the
8 handout. If you'd like to fill that out tonight, that's
9 great. You can deposit it in our comment box or you can
10 also wait, get home, think about it, fill it out and
11 mail it to Rick on the address that is on that.

12 There is also other ways for you to comment
13 which are online at the Nevadadot.com. And all this
14 information is on the website on Nevadadot.com, go to
15 projects and studies, we have uploaded the presentation
16 and the board.

17 So if you have neighbors that were not able
18 to make it tonight, please direct them to our website or
19 call Rick and we can get that information to them.

20 So with that, we'll go ahead and open it up
21 to questions and comments. I'm going to ask you to come
22 up to the mic here. I had two mics, but the other one
23 isn't working. So we'll do a little mic sharing here.

24 I do need to have you state your name
25 clearly for the court reporter before you make your

1 statement. Thank you.

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Q & A

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MR. WELSH: My name is August Welsh.

5

Is there a cost estimate yet?

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7

MR. SPLAWINSKI: Yes. The environmental stage cost estimate, but 42 and a half million for the

8

construction phase. That includes construction

9

administration, allows for construction administration

10

and those will be in expenditure dollars so that

11

includes inflation.

12

MR. WELSH: And the funding for that?

13

MR. SPLAWINSKI: Expected to be 95 percent

14

federal and 5 percent state.

15

THE WITNESS: Thank you.

16

17

MS. MAXEY: Anybody else? All right. I

18

think we probably gave you information overload. There

19

is a lot of information in your handout packet and the

20

boards, as well, are in the back of the room. Our staff

21

will be here until 7:00 o'clock tonight to talk to you

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one on one. Please visit our other stations that we

23

have available, as well. Once again, thank you for

24

coming out tonight.

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(The court reporter was dismissed at 6:50 p.m.)

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CERTIFICATE OF REPORTER

STATE OF NEVADA)
)SS:
COUNTY OF CLARK)

I, Karen L. Jones, a duly commissioned and licensed Court Reporter, Clark County, State of Nevada, do hereby certify: That I attended the Public Information Meeting commencing on Thursday, May 23, 2019, at 4:00 p.m.

IN WITNESS HEREOF, I have hereunto set my hand, in my office, in the County of Clark, State of Nevada, this 11th day of May 2019.

KAREN L. JONES, CCR NO. 694