



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Nevada Division**

February 6, 2020

705 N. Plaza Street, Suite 220  
Carson City, NV 89701  
Phone 775 687-1204  
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In Reply Refer To:  
HAD-NV

Ms. Kristina Swallow, P.E.  
Director, Nevada Department of Transportation (NDOT)  
1263 South Stewart Street  
Carson City, Nevada 89712

**Subject: Finding of No Significant Impact (FONSI) for the I-15/Tropicana Interchange Project. Project Number: SPI-015-1(075), Clark County, Nevada.**

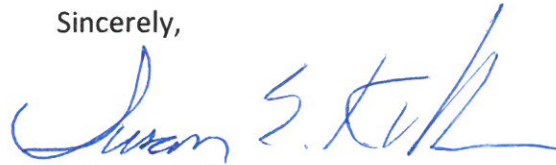
Dear Ms. Swallow:

The Nevada Department of Transportation's February 4, 2020 letter requested a Finding of No Significant Impact (FONSI) for I-15/Tropicana Interchange Project in Clark County, Nevada. FHWA has determined that the project will have no significant environmental impacts. Please refer to the enclosed FONSI and its attachments.

The Environmental Assessment (EA) was approved for circulation on October 23, 2019 and the Public Design Hearing (Public Hearing) was conducted on November 19, 2019 at the Hampton Inn Events Center located at 4975 South Dean Martin Drive, Las Vegas, Nevada.

FHWA made the determination of no significant environmental impacts based on the information included in the transmittal letter, other documentation from NDOT, the Environmental Assessment, and the public hearings transcripts. Please contact Abdelmoez Abdalla at (775) 687-1231 if you have any questions.

Sincerely,



Susan E. Klekar  
Division Administrator

Enclosure

ec: Greg Novak, FHWA  
Jacob Waclaw, FHWA  
Abdelmoez Abdalla, FHWA  
Iyad Alattar, FHWA  
Jeff Lerud, NDOT  
Chris Young, NDOT



STEVE SISOLAK  
Governor

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street  
Carson City, Nevada 89712

KRISTINA L. SWALLOW, P.E., *Director*

In Reply Refer to:

February 4, 2020

TRANSMITTED VIA EMAIL

Susan Klekar  
Division Administrator  
Federal Highway Administration  
705 North Plaza Street, Suite 220  
Carson City, Nevada 89701

Hearing Certification and Request for  
FONSI, I-15/Tropicana Project, Las Vegas,  
Nevada  
FHWA Project No.: SPI-015-1(075)  
NDOT Project No.: 74085

Dear Ms. Klekar:

This letter serves to certify that the Nevada Department of Transportation (NDOT), pursuant to Section 128, Title 23 USC, had a public hearing and has considered the economic and social effects of the project at such a location, its impact on the environment, and its consistency with the goals and objectives as promulgated by the community.

A public hearing was held on November 19, 2019 at the Hampton Inn Tropicana Event Center, 4975 S. Dean Martin Drive School in Las Vegas, NV as part of the public review process for the approved Environmental Assessment (EA).

NDOT requests the Federal Highway Administration (FHWA) approve a Finding of No Significant Impact (FONSI) for the 1-15/Tropicana Project. Conveyed with this letter for your review and use is a PDF file of the FONSI document. The document has been reviewed by NDOT and FHWA and includes responses to all comments received during the 30-day EA review period and all those voiced at the public hearing. A copy of the public hearing transcript is provided as an appendix to the FONSI.

Upon receipt of the approved FONSI from FHWA, NDOT will provide Notice of Availability of the FONSI as per 23 CFR 771.121 and NDOT will provide FHWA a PDF copy of the executed FONSI for your records.

Sincerely,

DocuSigned by:  
*Kristina L. Swallow*  
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Kristina Swallow, P.E.  
Director

KS/cey

Enclosure  
ec: Greg Novak, FHWA  
Jacob Waclaw, FHWA  
Abdelmoez Abdalla, FHWA

Iyad Alattar, FHWA  
My-Linh Nguyen, NDOT  
Chris Young, NDOT  
Jeff Lerud, NDOT

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT (FONSI)  
for I-15 Tropicana

FHWA Project Number: SPI-015-1(075)  
State TIP ID: CL20170039  
NDOT Project ID: 74085

## 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 for a project consisting of reconstructing the I-15 Tropicana Avenue interchange to increase traffic capacity and reduce congestion on Tropicana Avenue and freeway ramps, and further improving local freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue overpass approximately 0.5 mile to the north.

The project limits are the I-15 freeway corridor bordered by Flamingo Road on the north, Polaris Avenue on the West, Las Vegas Boulevard on the east, and just north of Hacienda Avenue on the South (Figure 1).

## 2. Purpose and Need

The purpose of the proposed project is to:

- Resolve roadway and related operational deficiencies on Tropicana Avenue and the northbound CD road south of the interchange
- Reduce traffic congestion at the I-15 Tropicana Avenue interchange and the northbound CD road
- Increase safety for vehicles, pedestrians, bicycles, and transit users and operators
- Improve HOV access and circulation.

A combination of the following critical needs demonstrates why improvements must be considered for the I-15 Tropicana Interchange:

- Roadway deficiencies will continue to contribute to congestion and travel delays
- Existing congestion will worsen with projected increases in passenger vehicles, trucks, and public transit vehicles along I-15 and Tropicana Avenue
- Traffic safety will further degrade as higher crash rates are experienced along Tropicana Avenue and I-15, compared to similar urban roadways in Nevada, making safety improvements a key need.

### 3. Public and Agency Coordination

Public involvement and agency coordination were conducted during the development of the EA. Consultation with the U.S. Army Corps of Engineers and State Historic Preservation Office was conducted as part of the project development process. NDOT met with affected stakeholders to discuss the project and solicit feedback on the proposed improvements. Multiple coordination meetings were held with private stakeholders, local agencies, and local utility agencies and private utility companies. Public information meetings were held on January 30, 2018 and May 2, 2019.

The EA was approved for circulation by the Federal Highway Administration (FHWA) on October 23, 2019. The Public Hearing to provide information on the EA and to receive public comments was held on November 19, 2019, at the Hampton Inn Tropicana Event Center, 4975 S. Dean Martin Drive, Las Vegas, Nevada. The meeting was held from 4:00 p.m. to 7:00 p.m. with a presentation at 5:30 p.m. followed by a question and answer period. Prior to the public meeting, a Transportation Notice was mailed to approximately 4,321 recipients within the area bounded by Flamingo Road to the north, Las Vegas Boulevard to the east, Sunset Road to the south, and the Union Pacific Railroad to the west. Transportation notices (advertisements) were placed in the Las Vegas Review-Journal on November 5, November 18 and November 19, 2019. An advertisement was placed in the Spanish language paper El Tiempo on November 13, 2019. Digital advertisements were placed on the websites of both newspapers from November 5 through November 19, 2019. Hard copies of the EA were also available for review at the following locations:

- Spring Valley Library, 4280 S. Jones Boulevard
- Clark County Library, 1401 E. Flamingo Road
- Enterprise Library, 25 E. Shelbourne Road
- NDOT District 1 offices, 123 E. Washington Avenue

Approximately 48 people attended the public hearing. Attendees could provide comments by speaking with a court reporter, commenting during the question and answer session after the formal presentation, completing the comment form, or by email after the meeting. The presentation portion of the hearing was available on Facebook Live for viewing only; comments and questions could not be submitted live. The presentation on Facebook had a total of 516 views as of January 15, 2020. Three comment forms were received at the public hearing, in addition to three questions from attendees during the question and answer period of the hearing. NDOT also received seven comments during the EA public review period, which was from November 5, 2019 to December 4, 2019. Table 1 summarizes comments received and provides responses. Appendix A contains a transcript of the public hearing, comment forms, and letters received during the comment period.

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Margaret Brucker</b></p> <ul style="list-style-type: none"> <li>• As you're coming from the Aria/City Center across the Harmon Avenue bridge heading west, is this an area where you proposed an HOV lane?</li> <li>• Will the speed limit along Harmon Avenue be changed? What can be done to slow down traffic headed west on Harmon Avenue turning onto Jerry Lewis Way/Aldebaran Avenue?</li> <li>• What is the anticipated length of construction for the project?</li> </ul>	<ul style="list-style-type: none"> <li>• The HOV lanes are going to connect on the south side of the Harmon Avenue bridge. The sidewalk is on the north side of Harmon Avenue and there will not be a break in the sidewalk due to the HOV ramps.</li> <li>• This project does not propose to change the existing speed limit along Harmon Avenue. It is anticipated that traffic speeds will generally decrease on Harmon Avenue as the traffic volumes increase once the connection with Valley View Boulevard, now under construction, is completed. A further reduction in speed for traffic heading east on Harmon Avenue is anticipated due to the new traffic signal for the HOV ramps.</li> <li>• The intersection of Harmon Avenue and Aldebaran Avenue/Jerry Lewis Way is outside of the limits of this project. The project team has been working closely with Clark County Public Works and will bring this matter to their attention.</li> <li>• The estimated time for project completion is two to three years. A more detailed schedule will be developed once a construction contractor is selected.</li> </ul>
<p><b>Elmo Wedderburn</b></p> <ul style="list-style-type: none"> <li>• Thank you for addressing pedestrian access along Tropicana Avenue as part of this project. Would it be possible to install "cross here" or "do not cross here" signage?</li> </ul>	<ul style="list-style-type: none"> <li>• "Cross Here" or "Do Not Cross Here" signage is not standard and is not anticipated to be necessary, however, updated intersection pedestrian treatments will be installed, including new crosswalk striping, walk/don't walk signs if necessary, and crossing push buttons. After completion of the project, there will be continuous sidewalks on both the north and south sides of Tropicana Avenue. Additionally, staircases will be constructed to allow pedestrian access between Tropicana Avenue and Frank Sinatra Drive or Dean Martin Drive.</li> </ul>

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<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Elmo Wedderburn (continued)</b></p> <ul style="list-style-type: none"> <li>Why are the Harmon Avenue ramps designated as HOV lanes? If they were general purpose or peak hour HOV, residents who live in Panorama Towers and the Martin would be able to use them to access the freeway or travel to the airport. Accessing the freeway using Dean Martin Drive and Tropicana Avenue would require looping around before getting on the freeway.</li> </ul>	<ul style="list-style-type: none"> <li>The ramps at Harmon Avenue are planned to be HOV only to comply with FHWA's interstate access management requirements. If general purpose traffic (all vehicles) were allowed to use this interchange, either part-time or full-time, its spacing in relation to the Tropicana Avenue and Flamingo Road interchanges on I-15 would violate the American Association of State Highway and Transportation Officials (AASHTO) and NDOT criteria for spacing of access locations on an interstate facility. NDOT has adopted a 24-7 HOV system to allow these additional special use interchanges, which will help relieve the congestion at adjacent service interchanges during and beyond the peak hour traffic periods.</li> <li>The revised Dean Martin Drive and Tropicana Avenue traffic circulation patterns will reduce the congestion at the intersection.</li> </ul>
<p><b>Jon Penn</b></p> <ul style="list-style-type: none"> <li>What are some of the traffic control measures for congestion that have been identified for the project?</li> </ul>	<ul style="list-style-type: none"> <li>Removal of the traffic signal at the Tropicana Avenue and Dean Martin Drive intersection allows traffic on Tropicana Avenue to flow more freely and reduces the backup into the freeway interchange. During construction, NDOT will utilize standard traffic control measures, including Tropicana ramp closures to accommodate reconstruction of the interchange and other project improvements. The contractor will propose additional mitigations and traffic control configurations to minimize impacts to the travelling public and adjacent businesses.</li> </ul>
<b>Informal Comment Based on Conversations at the Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>Suggest the metal statues near the Golden Knights and Raider's stadiums have images that symbolize the teams. The current design of a horse looks like the mascot of one of the Raider's biggest competitors. Fans will really appreciate seeing something team related near each respective area<sup>1</sup>.</li> </ul> <p><sup>1</sup>This comment was discussed with staff at the Public Hearing but was not formally submitted.</p>	<ul style="list-style-type: none"> <li>Landscape and aesthetic treatments for the project will be in accordance with NDOT's <i>I-15 Landscape and Aesthetics Corridor Plan</i>. The theme for I-15, which includes sculptural features of horses, is not new. The theme was developed, presented, and approved by stakeholders and the public as part of the I-15 South Design Build project in 2010. It is the approved theme for the I-15 South corridor which celebrates the flora and fauna in the Las Vegas Valley area and includes desert plants, big horn sheep, burros, and horses. This theme connects with similar themes along the corridor including Project Neon where coyote, rabbit, and desert plants are introduced in the aesthetics.</li> </ul>



<b>Table 1. Public Comments and Responses</b>	
<b>Questions from Comment Forms Received at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Kevin Honea, Nevada Department of Public Safety</b></p> <ul style="list-style-type: none"> <li>• Only HOV access to Harmon Avenue ramp?</li> <li>• Having only northbound access to Harmon Avenue from I-15 causes potential response issues for police and fire.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes, the plan is for the Harmon Avenue ramps to be HOV only.</li> <li>• The project provides new emergency response access from I-15 to Harmon Avenue. Response plans will need to be modified accordingly. NDOT will coordinate with Nevada Highway Patrol, Las Vegas Metropolitan Police Department, RTC's Freeway and Arterial System of Transportation (FAST), and Clark County Fire Department to develop Advanced Traffic Management System (ATMS) utilization plans that help reduce response times from I-15 and local roadway jurisdictional responders.</li> </ul>
<p><b>Elmo Wedderburn</b></p> <ul style="list-style-type: none"> <li>• HOV lane entrance on Harmon Avenue should be changed to all access and exit, or should be limited to certain hours.</li> </ul>	<ul style="list-style-type: none"> <li>• The ramps at Harmon Avenue are planned to be HOV-only to comply with FHWA's interstate access management requirements. If general purpose traffic (all vehicles) were allowed to use this interchange, either part-time or full-time, its spacing in relation to the Tropicana Avenue and Flamingo Road interchanges on I-15 would violate AASHTO and NDOT criteria for spacing of access locations on an interstate facility. NDOT has adopted a 24-7 HOV system to allow these additional special use interchanges, which will help relieve the congestion at adjacent service interchanges during and beyond the peak hour traffic periods.</li> </ul>
<p><b>Thaisa Simoes Monteiro</b></p> <ul style="list-style-type: none"> <li>• My concern is impact on business operations during construction. Is there any aid provided to businesses affected by construction? The business will be impacted during construction and post construction with increased property values leading to a higher lease rate.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction impacts to traffic circulation will require various detours in order to complete the project. However, the construction contractor will be required to provide continuously updated information to the public and affected businesses pertaining to locations and durations of proposed closures and detours. Access to residences and businesses will be maintained during construction.</li> <li>• The primary effect on businesses after construction will be changes in access, in some cases requiring more circuitous routes, to and from I-15 and along Dean Martin Drive.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Yair Eldar</b></p> <ul style="list-style-type: none"> <li>• My place of business is the Hampton Inn on 4975 Dean Martin Dr. Las Vegas 89118. I have two concerns in regard to the I-15 Tropicana project. The days in which the work will be done and the work hours allowed. The work should not start before 8 am and ends before 10pm. There are 3 hotels (and we are one of them ) at the corner of Dean Martin and Tropicana that will see increase in customer complaints thus having a negative effect on revenues, if work will be allowed in a 24 hours period. In addition Saturday and Sunday is a very busy time for hotels in Vegas and any work during that time can seriously jeopardize hotel's revenues.</li> <li>• By the time the project will start, any blockade to hotel entrance or exit will have a negative effect on hotel parking revenues. We would like to assure that there will be no blocking of these two lifelines to parking revenues or if required limit the time that blocking the point of entry and exit will occur.</li> </ul>	<ul style="list-style-type: none"> <li>• The Design Build Construction contract documents will specify construction hours, however, NDOT will solely negotiate final operating hours for the work. It will be critical for businesses to be allowed to maintain access, and this trade-off may be hours of operation, such as nighttime construction, or duration of construction. NDOT will reach out to businesses in the immediate vicinity of the project to coordinate construction operation hours, and will communicate those hours to the public via construction signing. If there are specific issues that arise during construction, NDOT will coordinate each issue with the concerned party as part of its construction administration process.</li> <li>• If the concern is customer complaints regarding construction noise, per NDOT's noise abatement policy, procedures to minimize construction noise impacts will be implemented. Construction noise is limited by Clark County Municipal Ordinance 30.68.020 – Noise, which places limitations on noise during daytime and nighttime hours but exempts the project area from noise limitation at all times due to its location within the Gaming Enterprise District. However, NDOT will coordinate with adjacent businesses to minimize noise to the extent practicable.</li> <li>• As stated in Section 3.2.3, Land Use and Socioeconomic Conditions: Traffic and Pedestrian Circulation, access to residences and businesses will be maintained during construction. NDOT will develop a plan to communicate with the public and property owners/managers regarding construction schedule, street and sidewalk closures, and detours.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
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<p><b>Jonathan Orr</b></p> <ul style="list-style-type: none"> <li>The problem that is not addressed is that people traveling southbound on I-15 have no way to get into the New York - New York parking garage. This is necessary for people coming from the north who need to get into that garage for work. Currently the only way to do that is to go west on Tropicana and then do a U-turn at Dean Martin. If that U-Turn goes away the New York-New York garage becomes completely inaccessible.</li> </ul>	<ul style="list-style-type: none"> <li>As shown in Figure 3-10 of the EA, motorists from southbound I-15 can access the New York New York parking garage by making a U-turn at Polaris Avenue, or by using the Dean Martin Drive loop, which will consist of 5 consecutive right turns to enter eastbound Tropicana Avenue with direct access to the New York New York driveway.</li> </ul>
<p><b>Estella (no last name given), Nails by Night</b></p> <ul style="list-style-type: none"> <li>May I have the presentation? How will the construction affect the traffic to Valley View? The last construction a few months ago cut down our revenue.</li> </ul>	<ul style="list-style-type: none"> <li>The presentation from the public hearing was included in the meeting handout or could be obtained from NDOT's website at <a href="https://www.nevadadot.com/home/showdocument?id=17123">https://www.nevadadot.com/home/showdocument?id=17123</a>. As stated in Section 3.2.3, Land Use and Socioeconomic Conditions: Traffic and Pedestrian Circulation, access to residences and businesses will be maintained during construction. NDOT will develop a plan to communicate with the public and property owners regarding construction schedule, street and sidewalk closures, and detours throughout construction.</li> <li>Access to Valley View Boulevard may be impeded by temporary closures at the Tropicana Avenue interchange, but routes using Russell and Flamingo roads will be provided.</li> </ul>

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<p><b>Estella (no last name given), Nails by Night (continued)</b></p> <ul style="list-style-type: none"> <li>I would also like to request NDOT to assist me to change "Valley View" to another name. Maybe "COPS STREET" sounds good. Valley View has a high volume of prostitutions. Valley View is known as Valley of the Dolls for prostitution. Can I change it? Also can a camera be installed to feed images of prostitutions and those that pick them up, this is a self control method. If they see camera they won't be conducting it.</li> </ul>	<ul style="list-style-type: none"> <li>Neither NDOT or Clark County are proposing to change the name of Valley View Boulevard as part of this project. Changing the street name can be requested through the County, which has guidelines for the naming of its roadways that require administrative review and approval. More information is available on the County's website at <a href="http://www.clarkcountynv.gov/comprehensive-planning/addressing/Pages/RequestStreetNameChange.aspx">http://www.clarkcountynv.gov/comprehensive-planning/addressing/Pages/RequestStreetNameChange.aspx</a>.</li> <li>Neither NDOT or Clark County are proposing to install cameras for law enforcement purposes as part of this project.</li> </ul>
<p><b>Federal Aviation Administration (FAA)</b></p> <ul style="list-style-type: none"> <li>The FAA noted a lack of prior communication with the Phoenix Airports District Office.</li> <li>During design, NDOT or FHWA should request FAA conduct an airspace review by submitting FAA Form 7460-1 for proposed light poles and the highest point of new structures.</li> <li>During preconstruction, the Contractor should also request FAA to conduct an airspace review for proposed crane locations by submitting FAA form 7460-1.</li> </ul>	<ul style="list-style-type: none"> <li>The January 2018 Intent to Study notice was mailed to FAA's Phoenix Airports District Office and the Western-Pacific Region Airports Division. A second notice to these FAA offices was mailed in advance of the May 2019 public information meeting.</li> <li>NDOT will request FAA to conduct an airspace review by submitting FAA Form 7460-1 for proposed light poles and new highway structures during design.</li> <li>The Contractor will request FAA conduct an airspace review by submitting FAA Form 7460-1 for proposed crane locations during preconstruction.</li> </ul>

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<p><b>U.S. Environmental Protection Agency (EPA)</b></p> <ul style="list-style-type: none"> <li>The document states that it was determined that the project would not be a project of air quality concern (POAQC). Did NDOT and FHWA consult with EPA and other responsible agencies in making this determination?</li> </ul>	<ul style="list-style-type: none"> <li>The determination is documented in Appendix A of this document and on pages 17 and 18 of the Air Quality Technical Memorandum (August 2019), which was provided to EPA in response to this comment. EPA agreed that this project is likely not a project of air quality concern. In summary, it was concluded the Project is not expected to be a POAQC for the following reasons:                     <ul style="list-style-type: none"> <li>The Project would not cause a significant increase in the number of diesel vehicles or change the vehicle fleet mix in the Project area. A PM micro-scale hot-spot analysis would not be required based on the amount of future truck traffic and the anticipated less than significant impact of heavy truck traffic on intersections with a delay greater than 35-seconds per vehicle. Existing traffic counts are in the range of 237,000 – 294,000 AADT on the I-15 mainline, which exceeds the 125,000 AADT threshold for determining if a project is a POAQC; however, truck percentages are currently less than 4%. Future traffic could exceed 300,000 AADT, but heavy trucks are not anticipated to be the primary driver of future traffic growth and will likely remain below 10% of AADT; therefore, the project would not be considered of the type listed in 40 CFR 932.123(b) (i-v) and would not be a POAQC.</li> <li>The Project would improve the area’s traffic conditions by providing a reconfigured interchange to improve traffic flow and reduce delay. As discussed above, the Project area has minimal diesel truck traffic. Therefore, the Project would not affect intersections with a delay greater than 35-seconds per vehicle with a significant number of diesel vehicles or cause a significant increase in diesel truck traffic at these intersections.</li> <li>The proposed Project would not construct any new bus or rail terminals.</li> <li>The Project location was not identified in the region’s SIP as a site of a possible violation of PM10.</li> </ul> </li> </ul> <p>On September 12, 2019, the RTC Board approved the 2017-2040 RTP/TIP determination of the air quality conformity analysis for the RTP/TIP and the revised analysis and results</p>

<b>Table 1. Public Comments and Responses</b>	
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<p><b>EPA (continued)</b></p> <ul style="list-style-type: none"> <li>• Given ambient air quality conditions and the possibility that multiple construction projects may occur concurrently in and near the project area, EPA recommends that all possible construction emission mitigation measures be employed.</li> <li>• EPA supports inclusion of HOV features in this project and encourages NDOT to continue to expand the HOV network in the Las Vegas area to reduce traffic congestion and improve air quality.</li> </ul>	<p>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 (CL20170039) inclusion on the RTC RTP/TIP, the project demonstrated it meets the planning and regional requirements for air quality.</p> <p>The project would not cause localized CO or PM<sub>10</sub> hotspot impacts. Therefore, the proposed project meets the project-level conformity requirements as well.</p> <ul style="list-style-type: none"> <li>• NDOT will continue to include contract language to ensure equipment and vehicles used for construction comply with EPA's emission standards for on-road vehicles and off-road construction equipment.</li> <li>• NDOT will continue to deploy HOV lanes into the southern Nevada transportation system in accordance with NDOT's Southern Nevada HOV Plan.</li> </ul>
<p><b>Nevada Department of Conservation and Natural Resources</b></p> <ul style="list-style-type: none"> <li>• Water diversion from any surface source must comply with the permitting provisions of Nevada Revised Statutes (NRS) Chapter 533.</li> <li>• Ensure that water used for the project for any use shall be provided by an established utility or under permit or temporary change application of waiver issued by the State Engineer's Office with a manner of use acceptable for suggested projects water needs.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will comply with provisions of NRS Chapter 533.</li> <li>• NDOT will ensure water used for the project shall be provided as described.</li> </ul>

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<p><b>MGM Resorts</b> <b>Traffic Lane Closures</b></p> <ul style="list-style-type: none"> <li>• The project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should carefully consider the impact that traffic control strategies implemented during construction will have on NY-NY, Excalibur, and T-Mobile Arena.</li> <li>• Traffic lane closures implemented in conjunction with this project should be minimized wherever and whenever possible and scheduled to occur in conjunction with slower periods of pedestrian and vehicular traffic, such as non-event days, weekdays during nighttime hours, and very rarely, if ever, on weekends or during major holidays and/or citywide events or conventions.</li> <li>• The flow of traffic on I-15, to and from on and off-ramps serving Tropicana, on Tropicana, and on collector streets such as Frank Sinatra and Dean Martin should remain open during construction and lane capacity maximized to the fullest extent whenever possible without compromising safety. Full closure of these roadways should be minimized and scheduled well in advance to align with, again, slower periods of pedestrian and vehicular traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will consider the impacts of traffic control strategies on adjacent and affected properties within the project limits.</li> <li>• NDOT will develop a traffic and pedestrian plan that attempts to minimize the impact on adjacent and affected properties, as well as the general traveling public, while addressing construction needs, access, allowable closures and detours, and durations of each.</li> <li>• NDOT will develop a traffic and pedestrian plan that attempts to minimize the impact on adjacent and affected properties, as well as the general traveling public, while addressing construction needs, access, allowable closures and detours, and durations of each.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b></p> <ul style="list-style-type: none"> <li>It is reasonable that traffic control strategies be developed in conjunction with this project that require a minimum of two eastbound and two westbound general purpose travel lanes on Tropicana and two northbound and two southbound general purpose travel lanes on Frank Sinatra remain open to traffic at all times during construction, and whenever possible, that additional traffic lanes remain open to accommodate the motoring public.</li> </ul> <p><b>Vehicular Access and Safety</b></p> <ul style="list-style-type: none"> <li>The project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should carefully consider the impact that concurrent construction activity will have on NY-NY, Excalibur, and T-Mobile Arena. The properties are separate establishments but are functionally integrated, from a pedestrian connectivity and vehicle traffic management standpoint, particularly on event days.</li> <li>Therefore, staggering construction activity in conjunction with proposed improvements at each property is something we intend to carefully evaluate with the project team to reduce impacts to business operations.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will develop a traffic and pedestrian plan that attempts to minimize the impact on adjacent and affected properties, as well as the general traveling public, while addressing construction needs, access, allowable closures and detours, and durations of each.</li> <li>NDOT will develop a traffic and pedestrian plan that attempts to minimize the impact on adjacent and affected properties, as well as the general traveling public, while addressing construction needs, access, allowable closures and detours, and durations of each.</li> <li>NDOT will develop a phasing plan for the construction of the project and communicate with adjacent and affected properties regarding the phasing and anticipated impacts.</li> </ul>



<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b></p> <ul style="list-style-type: none"> <li>It is reasonable that vehicular access, including ingress and egress, to NY-NY, Excalibur, and T-Mobile Arena, remain open at all times during construction. This includes during proposed modifications to the NY-NY and T-Mobile Arena access drives located on Tropicana, and during proposed modifications to Excalibur’s northern parking entrance on Tropicana.</li> </ul> <p><b>Pedestrian Access and Safety</b></p> <ul style="list-style-type: none"> <li>Widening sidewalks and improving pedestrian access and safety on sidewalks located adjacent and in proximity to Tropicana is an important goal. To maintain safe and efficient access for pedestrians, the project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should be configured to account for minimal disruption of pedestrian flows during construction, including pedestrian access to NY-NY, Excalibur, and T-Mobile Arena.</li> <li>The final, improved sidewalk width from Excalibur under Tropicana to T-Mobile Arena should be expanded to a minimum of 15 ft. when completed, which is reasonable considering this sidewalk is expected to be rebuilt during construction.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will maintain access to properties in the project vicinity as much as practicable, in accordance with NDOT’s Standard Specifications for Road and Bridge Construction (2014).</li> <li>The NDOT Project Manager, along with NDOT’s Program Manager, will require the design build contractor to develop and implement a plan to communicate with the public and property owners regarding sidewalk construction, closures, and detours throughout construction. NDOT will identify pedestrian route detours that may be needed during construction and maintain access to businesses.</li> <li>NDOT will make every effort to provide sidewalk connectivity equal to or better than that which is existing, and in conformance to local standards and requirements.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b></p> <ul style="list-style-type: none"> <li>• The final, improved sidewalk width on the north side of Tropicana, north of the proposed barrier wall that follows the T-Mobile Arena property line and links to Frank Sinatra should be a minimum of 15 ft. when completed, which is reasonable considering this sidewalk is expected to be rebuilt during construction.</li> <li>• The project should account for and include additional and/or optimized lighting along the completed sidewalks traveling east and west on Tropicana from Las Vegas Blvd. to Dean Martin and the completed pedestrian pathway traveling from Excalibur under Tropicana to T-Mobile Arena.</li> <li>• The project should account for and include pedestrian safety enhancements, such as bollards, along the completed sidewalks traveling east and west on Tropicana from Las Vegas Blvd. to Dean Martin and the completed pedestrian pathway traveling from Excalibur under Tropicana to T-Mobile Arena.</li> <li>• Intense construction in close proximity to a transient lodging establishment is a significant hardship, especially when conducted at night or during the early morning hours. Such construction noise disturbs guests, results in complaints to operators, diminishes the guest experience, and creates certain other hardships for operators.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will make every effort to provide sidewalk connectivity equal to or better than that which is existing, and in conformance to local standards and requirements.</li> <li>• The project will meet or exceed required lighting standards in all pedestrian areas. Additional lighting locations will be evaluated on a case-by-case basis during the final design.</li> <li>• The project will provide standard pedestrian facility safety improvements to meet NDOT, Clark County, and Federal standards and guidelines.</li> <li>• Per NDOT’s Traffic and Construction Noise Analysis and Abatement Policy (May 2018), procedures to minimize construction noise impacts will be implemented. Construction noise is limited by Clark County Municipal Ordinance 30.68.020 – Noise, which places limitations on noise during daytime and nighttime hours, but exempts the project area from noise limitation at all times due to its location within the Gaming Enterprise District. However, NDOT will coordinate with adjacent businesses to minimize noise to the extent practicable.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b></p> <ul style="list-style-type: none"> <li>It is reasonable that the project schedule be planned in advance and adjusted within reason so that intense construction noise in proximity to NY-NY, Excalibur, or any transient lodging establishment within or near the project footprint be minimized and mitigated.</li> </ul> <p><b>Signage</b></p> <ul style="list-style-type: none"> <li>The Tri-face billboard located on MGP Lessor, LLC property in proximity to the existing southbound I-15 to eastbound Tropicana flyover ramp will need to be relocated as a result of the project’s proposed location for the reconfigured flyover ramp. It is reasonable to request that this sign be relocated to an area of equal or enhanced visibility without imposing a financial or operational hardship to the owner.</li> <li>The lower portion of the T-Mobile Arena marquee sign may be partially obstructed as a result of the increased height of the proposed southbound I-15 to eastbound Tropicana flyover. It is reasonable to request that visual obstruction of this sign be further evaluated and that any needed adjustments to the sign not impose a financial or operational hardship to the owner.</li> </ul>	<ul style="list-style-type: none"> <li>Per NDOT’s Traffic and Construction Noise Analysis and Abatement Policy (May 2018), procedures to minimize construction noise impacts will be implemented.</li> <li>The impacts to the two billboards affected by the project are still to be determined. If relocation is necessary, this will be coordinated with the respective owners.</li> <li>Without a final design, it is unknown what, if any, visual impacts will occur. This will be assessed at a later time.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b>  <b>Right-of-way needs and utility relocations</b></p> <ul style="list-style-type: none"> <li>• Preliminary project exhibits are subject to revision and denote permanent right-of-way needs and temporary construction easements to accommodate the proposed improvements. The location and extent of permanent right-of-way and temporary construction easements needed from MGP Lessor, LLC and Arena Land Holdings, LLC for the proposed improvements are therefore also preliminary and subject to revision. It is reasonable that any such future negotiations relative to permanent right-of-way and temporary construction easements will minimize the need for and intrusion upon owners' property, the permanent loss and/or temporary loss of use of which would be a financial and/or operational hardship.</li> <li>• It is our understanding that certain utility infrastructure may need to be relocated as a result of the proposed improvements. Any future relocation of such utility infrastructure that impacts our property would be subject to negotiation with MGP Lessor, LLC and/or Arena Land Holdings, LLC and may present a financial and/or operational hardship to the same.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT's projects identify required right-of-way in a manner most compatible with the greatest public good and the least private injury. The final limits of necessary right-of-way will be coordinated with affected owners upon identification of impacts to properties. Property owners are protected by the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act). NDOT will pay fair market value for the acquisition of any property or property right.</li> <li>• Utility relocations are completed by the owning utility company or its selected contractor. Utility relocations are coordinated by the providing utility company in a manner that will provide the least impact of service to their customers.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b>  <b>Project Management and Process</b></p> <ul style="list-style-type: none"> <li>Understanding the direct impacts to NY-NY, Excalibur, and T-Mobile Arena resulting from the proposed improvements, it is reasonable that owners have the ability to inform, review, and fully understand the technical requirements, limitations of operations, phasing plan, and contractor performance specifications before such aspects of the project are approved by the appropriate public agencies and subsequently incorporated with any Design/Build contract that is released for bid. It is critical that owners understand and have an opportunity to provide improvements or enhancements to these aspects of the project before they are final. This includes understanding the proposed phasing of the project, dates/times during which certain traffic control may be in place, including any expected traffic lane or pedestrian realm reductions and/or closures, to understand how operational impacts can be further minimized or mitigated prior to construction. Potential business impacts to these properties should be rigorously vetted before a Design/Build contract is released for bid and steps should be taken in advance to minimize the potential for negative outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will develop a plan to communicate with local stakeholders and businesses during the procurement, design, and construction process to mitigate impacts to the extent possible, as early as practicable.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During Comment Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>MGM Resorts (continued)</b></p> <ul style="list-style-type: none"> <li>It is important that key representatives of NY-NY, Excalibur, and T-Mobile Arena, in addition to MGMRI corporate personnel, be included in regular meetings, updates, and correspondence during project pre-construction and construction activities. It is reasonable that such parties be included via a partnering process throughout pre-construction and construction phases of the project, and that a robust, proactive communications plan for all phases of the project be developed and reviewed by owners well in advance of the start of construction. To minimize and mitigate impacts to business operations, key property and corporate personnel will need to be closely engaged with project management personnel throughout the planning and construction delivery processes and should receive as much advance notification as possible when activities are proposed that would be disruptive of or likely to adversely impact property operations.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will develop a plan to communicate with local stakeholders and businesses during the procurement, design and construction process to mitigate impacts to the extent possible, as early as practicable.</li> </ul>

#### 4. Selected Alternative

The alternative selected by FHWA and NDOT for the I-15 Tropicana project is a tight diamond interchange with a flyover from southbound I-15 to eastbound Tropicana Avenue (see Figures 2 through 6). The Selected Alternative includes the following major elements:

- Four westbound and four eastbound through lanes on Tropicana Avenue with dual left-turn lanes at Las Vegas Boulevard, and a 2-lane entrance from the flyover to Tropicana Avenue.

- HOV ramps at the Harmon Avenue overpass to and from the south on I-15.
- A 2-lane entrance to I-15 from the northbound collector-distributor (CD) road.

The new Tropicana Avenue bridge will be approximately 3 feet higher than the existing structure to provide enough vertical clearance over I-15 for future improvements, while allowing for the additional size of the longer, wider overpass structure. The new southbound flyover bridge will be horizontally shifted and approximately 7 feet higher than the existing flyover to provide adequate vertical clearance, as well as aid in the staging of flyover construction.

HOV ramps will be constructed in the median of I-15 connecting to the Harmon Avenue bridge structure. The travel lanes on Harmon Avenue will be restriped to align with the new HOV ramp intersection. Improvements on Harmon Avenue will extend from Aldebaran Avenue to Aria Way.

South of the Tropicana Avenue interchange, the northbound I-15 CD road merge onto I-15 will be improved from a one-lane to a two-lane entrance from the CD road to I-15, with the two CD lanes subsequently merging into a single through lane under the Tropicana Avenue overpass. That single through lane will then merge into the I-15 general purpose lanes prior to the northbound entrance ramp from Tropicana Avenue. The limits of the CD road improvements are from approximately 2,300 feet south of Tropicana Avenue to 1,000 feet north of Tropicana Avenue.

The Selected Alternative will relocate the Dean Martin Drive north-south through traffic movements, carrying them under Tropicana Avenue alongside I-15, while eliminating north-south through movements on Dean Martin Drive from the existing signal location. This will convert the existing Dean Martin Drive intersection into two right-in right-out intersections with Tropicana Avenue.

## **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 potential impacts associated with the proposed project. Mitigation measures and requirements for compliance with federal, state, and local laws will be specified in the construction contractor's contract with NDOT. 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, approval, or reviews that are required related to plans, specifications, and estimates; right-of-way; contracts; or other design or administrative aspects of the project.

<b>Table 2. Mitigation Measures</b>	
<b>Resource (Section Reference)</b>	<b>Description of Commitment</b>
Biological Resources (Section 3.1.1)	<p>If any active bird nests are found within the vegetation clearing or construction activity footprint, the resident engineer will contact the NDOT biologist to evaluate the situation and determine an appropriately-sized buffer area.</p> <p>If construction that may alter any breeding habitat (vegetation/structure removal) occurs during the migratory bird breeding season (February 15-August 31), the contractor shall employ a qualified biologist (one with experience in bird identification, general nesting behavior, nest and egg identification, and knowledge of habitat requirements for migratory birds) to conduct a migratory bird nest search of all vegetation within seven days prior to commencement of construction activities. This shall include burrowing and ground nesting species in addition to those nesting in vegetation. Vegetation may be removed if it has been surveyed and no active bird nests are present. The contractor shall avoid any active nests. The contractor shall maintain an appropriately-sized buffer area if any active nests (containing eggs or young) are found and must avoid the area until the young birds fledge.</p> <p>The contractor will develop and follow a Noxious Weed Management Plan to prevent the establishment and spread of Nevada State listed noxious weeds per Nevada Revised Statute 555.</p>
Land Use and Socioeconomic Conditions: Right-of-Way and Construction Easements (Section 3.2.3)	Property owners are protected by the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act). NDOT will pay fair market value for the loss or use of any property.
Land Use and Socioeconomic Conditions: Traffic and Pedestrian Circulation (Section 3.2.3)	NDOT will develop a plan to communicate with the public and property owners regarding construction schedule, street and sidewalk closures, and detours throughout construction. NDOT will work with Clark County to identify pedestrian route detours that may be needed during construction. Access to residences and businesses will be maintained during construction. NDOT will maintain Americans with Disabilities Act-compliant pedestrian access, including temporary safe street crossings and sidewalks.
Land Use and Socioeconomic Conditions: Traffic Circulation and Access (Section 3.2.3)	New traffic patterns will require additional signing to inform drivers of all lane configurations. Directional signage will be utilized to help motorists reach their destinations. Signs will have arrows depicting the required turning direction in advance of the Tropicana Avenue and Dean Martin Drive intersection.



<b>Table 2. Mitigation Measures</b>	
<b>Resource (Section Reference)</b>	<b>Description of Commitment</b>
Air Quality: Construction (Section 3.3.3)	Equipment and vehicles used for construction will be required to comply with EPA's emission standards for on-road vehicles and off-road construction equipment. The project will require a Dust Control Permit from Clark County Department of Air Quality.
Water Resources: Waters of the U.S. (Section 3.4.3)	The project will require a U.S. Army Corps of Engineers (USACE) 404 Permit (Nationwide Permit 14). It is also expected that the project will require a Section 401 Water Quality Certification issued by Nevada Division of Environmental Protection (NDEP), Bureau of Water Quality Planning, as required for a USACE 404 Permit.
Water Resources: Clark County Regional Flood Control District Facilities (Section 3.4.3)	A USACE 408 permit will be required.
Water Resources: Water Quality (Section 3.4.3)	<p>NDOT will implement Best Management Practices (BMPs) during construction. As part of the development of BMPs for the project, NDOT's construction contractor must file a Notice of Intent with NDEP's Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). A Stormwater Pollution Prevention Plan (SWPPP) will be developed before the Notice of Intent is submitted. The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge points, and describe BMPs to be implemented to prevent or reduce stormwater pollutant discharge associated with construction activities to the maximum extent practical.</p> <p>NDOT will implement temporary erosion control and stormwater control measures during construction per the NDOT <i>Storm Water Quality Manuals</i> (References 4 and 5). Typical BMPs that may be selected for this project include:</p> <ul style="list-style-type: none"> <li>• Street sweeping and vacuuming during construction</li> <li>• Storm drain inlet protection</li> <li>• Fiber rolls, silt fences, and gravel bag berms</li> <li>• Stockpile and construction site management</li> </ul>

<b>Resource (Section Reference)</b>	<b>Description of Commitment</b>
Hazardous Materials (Section 3.5.3)	<p>Properties with known contamination will be further evaluated on a site-by-site basis.</p> <p>NDOT will survey all structures to be disturbed or demolished to determine the presence of regulated materials, including universal wastes, asbestos-containing material, and heavy metals. NDOT will remove, manage, and dispose all regulated materials in accordance with applicable regulations.</p> <p>Prior to acquiring properties with known contamination, NDOT may conduct additional levels of assessment to determine if further action is needed to evaluate impacts to the property's value and/or proposed construction. Any further assessment and remedial actions would be subject to the approval of the appropriate regulatory agencies, NDOT, and FHWA, as relevant.</p>
Visual Resources (Section 3.6.3)	<p>Aesthetic treatments required through NDOT's Landscape and Aesthetic program for color and texture will be applied to visually blend proposed facilities into the broader urban background. These measures include applying medium tan colored tints and decorative textures the same as the existing I-15 aesthetics treatments to the south of the Tropicana Avenue interchange on all new structures, including new bridge barrier rails, piers, pier caps, retaining walls, and the flyover, see EA <b>Figure 3-25</b>. Decorative rock consistent in color and texture with the existing I-15 aesthetic treatments to the south shall be placed on all bare ground slopes to the NDOT right-of-way line along I-15 to provide slope protection and to blend new slopes into the visual background. The lighting system will use LED fixtures designed to help mitigate sky glow and light spillover.</p>

## 6. FONSI Requirements

This Finding of No Significant Impact (FONSI) is based on an environmental assessment of the potential impacts of the project and stakeholders input. 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.

The proposed construction limits or termini of the I-15 Tropicana project encapsulate the traffic operations and safety issues at this location, are of sufficient length to address environmental impacts, provide a section of study that has independent utility, and would neither require nor preclude other future transportation improvements identified in the RTC's Regional Transportation Plan.

The specific project characteristics and attributes that justify its logical termini and independent utility are as follows:

- I-15 Tropicana is a spot improvement needed to increase capacity/resolve congestion within the interchange at this critical southern gateway to the Resort Corridor and McCarran Airport
- The project is independent of future I-15 improvement alternatives, but does not preclude or restrict them by virtue of its design—providing a longer, higher bridge allowing sufficient room for future freeway improvements—nor does it require other adjacent roadway improvements to be fully functional
- The project termini are the necessary limits to meet design parameters and traffic movement needs of the proposed interchange improvements, but they are of sufficient length to address the environmental issues—specifically socioeconomic effects (pedestrian and traffic circulation).
- The Harmon HOV ramps are a necessary component of the interchange capacity improvements and can stand alone if other elements in the HOV Plan (e.g., other drop ramps) are not built.

The traffic congestion and safety issues identified on Tropicana Avenue and on I-15 in the project vicinity are all tied to the I-15 Tropicana Avenue interchange, with the exception of the northbound CD road congestion at its merge point with I-15 just south of the interchange. This specific roadway deficiency is an artifact of a previous I-15 South Corridor Improvements project, including widening I-15 to ten lanes from Silverado Ranch Boulevard to Tropicana Avenue, which also impacts the northbound traffic exiting to I-15 Tropicana (see EA **Table 3-16** and **Figures 1-5** and **3-28**). However, that congestion and related high crash rates will also be resolved by the proposed I-15 Tropicana improvements (see discussion in EA **Chapter 2, Section 2.4**).

NDOT is currently conducting a separate planning study to determine what I-15 freeway improvements are needed north of Tropicana Avenue—the *I-15 Sahara to Flamingo Feasibility Study*. However, the I-15 Tropicana Project can be considered a usable and reasonable expenditure even if no additional transportation improvements are made to I-15 within this reach of the interstate.

As proposed, the Selected Alternative will not prevent NDOT, RTC, or Clark County 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**

The project is needed to increase traffic capacity and reduce congestion on Tropicana Avenue and I-15 freeway ramps at the I-15 Tropicana Avenue interchange and improve local freeway access by providing HOV ramps at the I-15 Harmon Avenue overpass. 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 October 2019, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, 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.

Approved by:           a. a. Abdalla           Date:           2-6-20            
Abdelmoez Abdalla, Ph.D.  
Environmental Program Manager  
U.S. Department of Transportation  
Federal Highway Administration

Approved by:           Iyad Alattar           Date:           2/6/20            
Iyad Alattar, P.E.  
Transportation Engineer  
U.S. Department of Transportation  
Federal Highway Administration

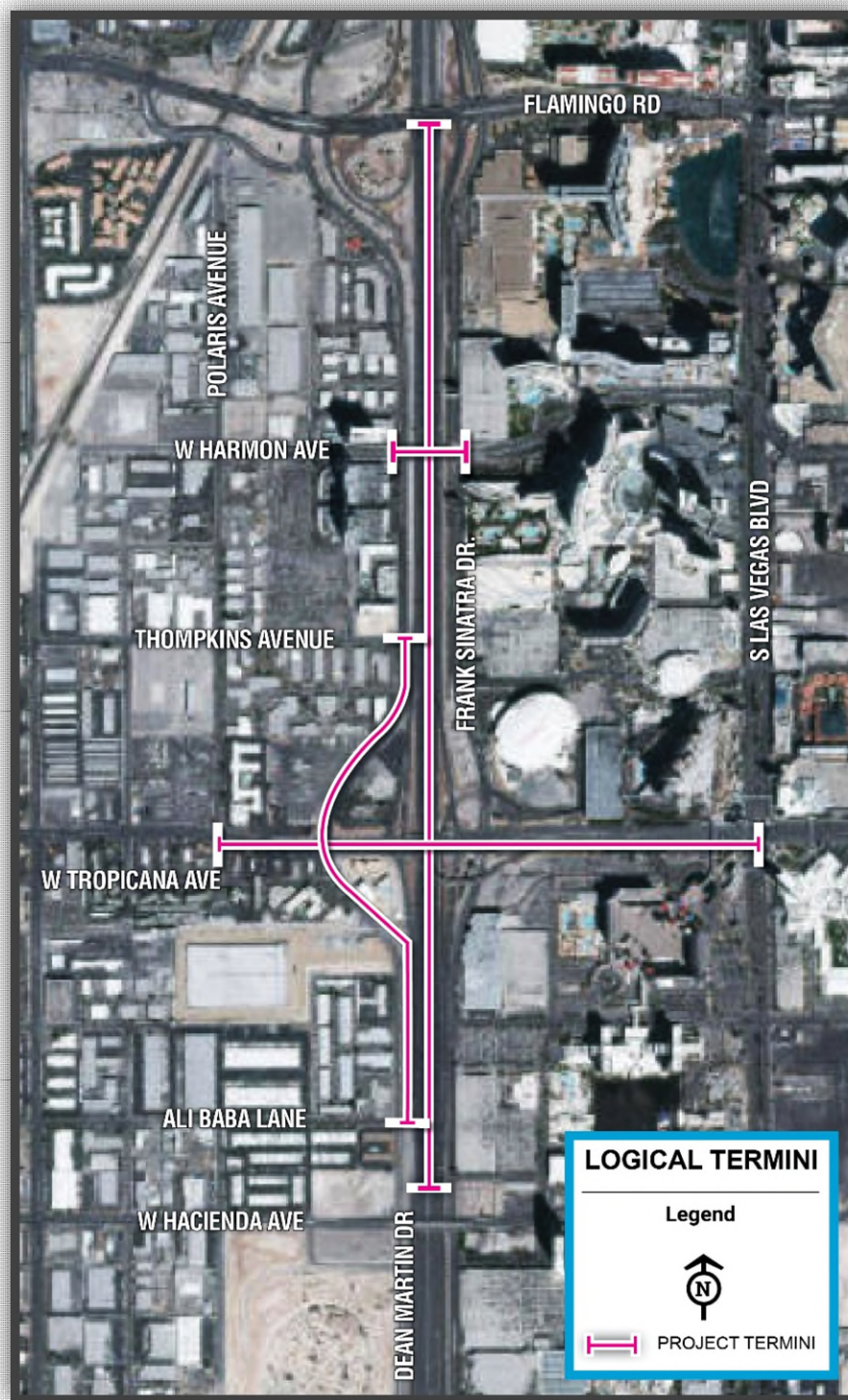


Figure 1. Project Limits

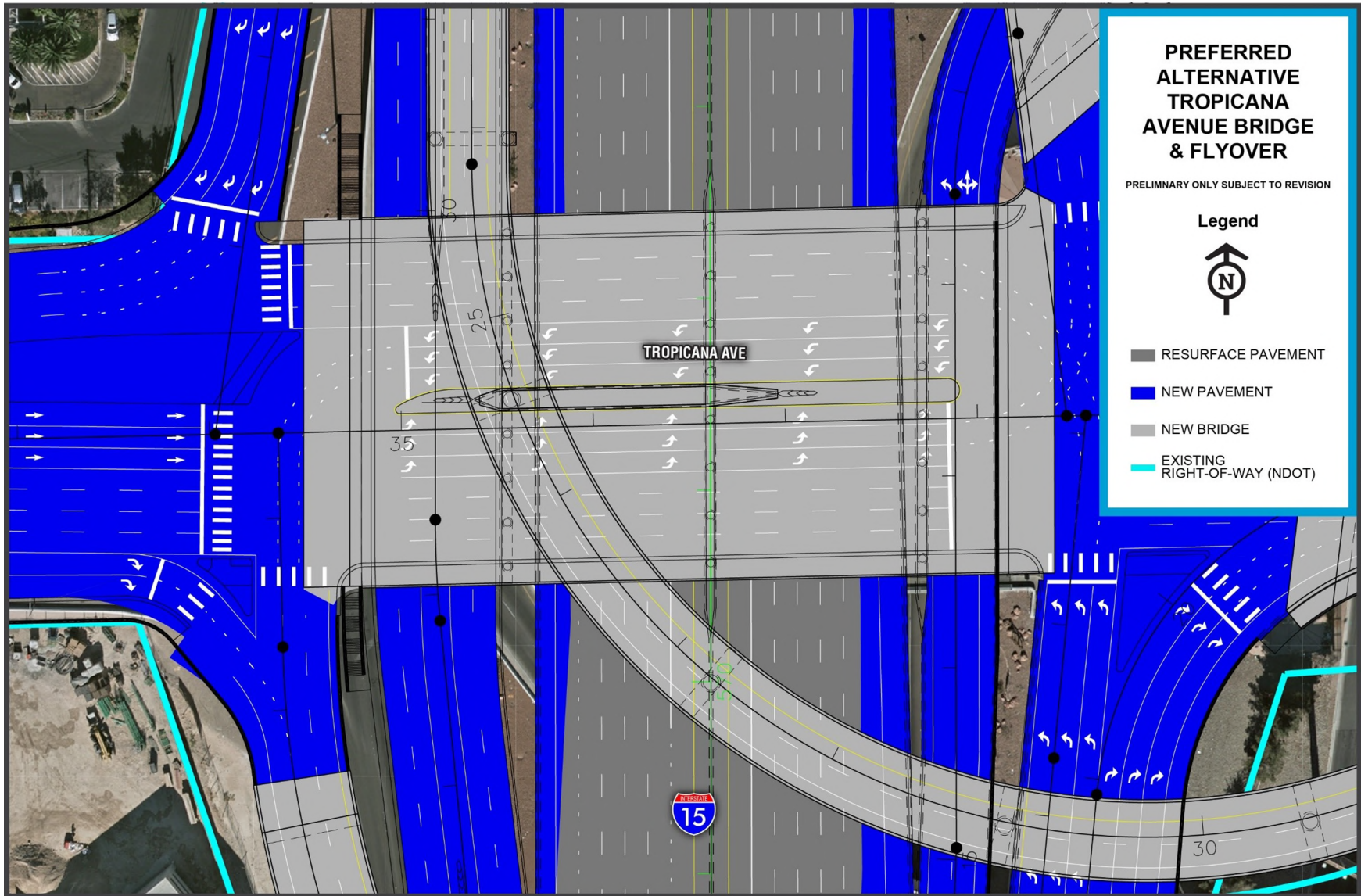


Figure 2. Selected Alternative Tropicana Avenue Bridge and Flyover

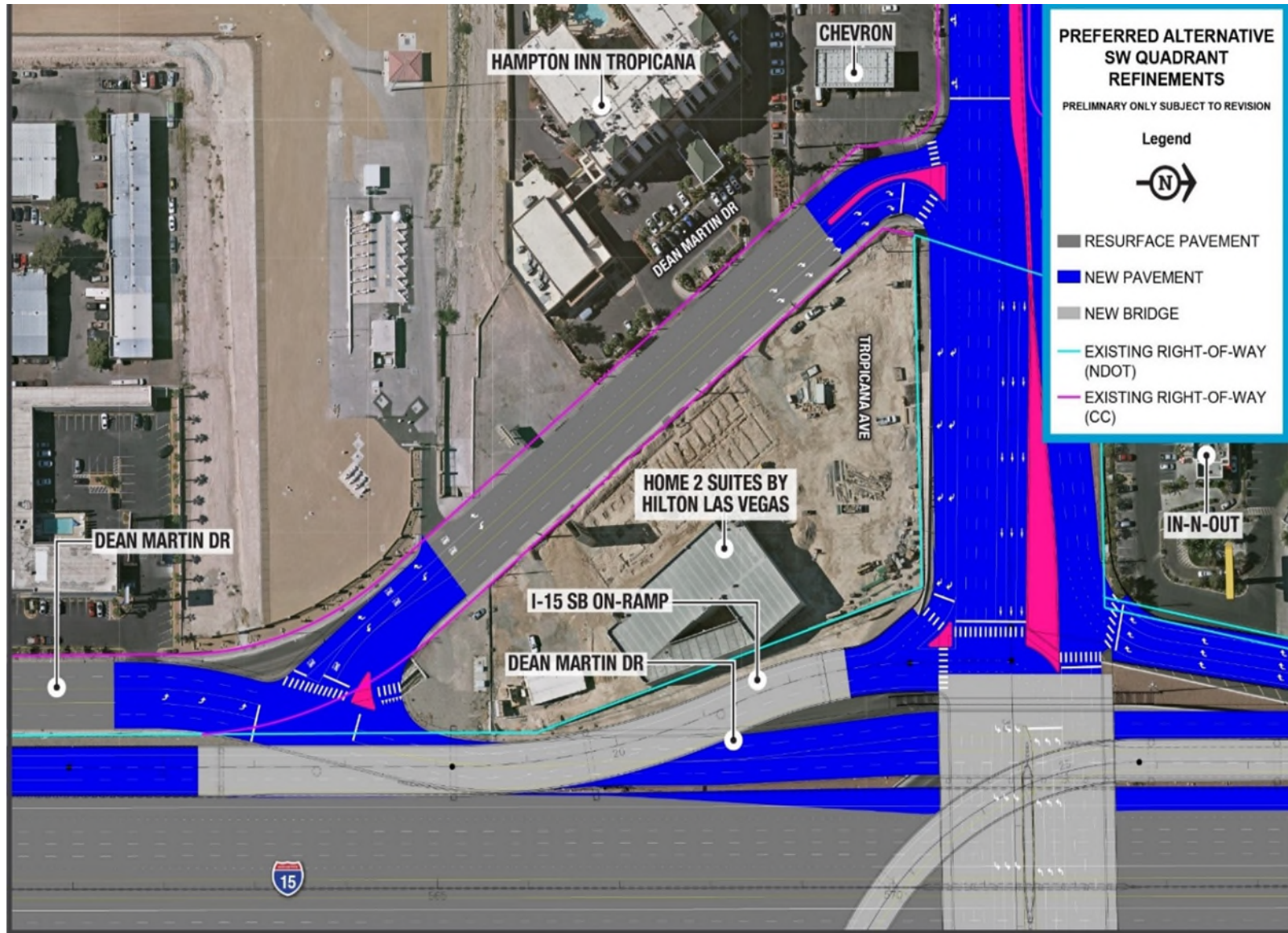


Figure 3. Selected Alternative Southwest Quadrant Refinements

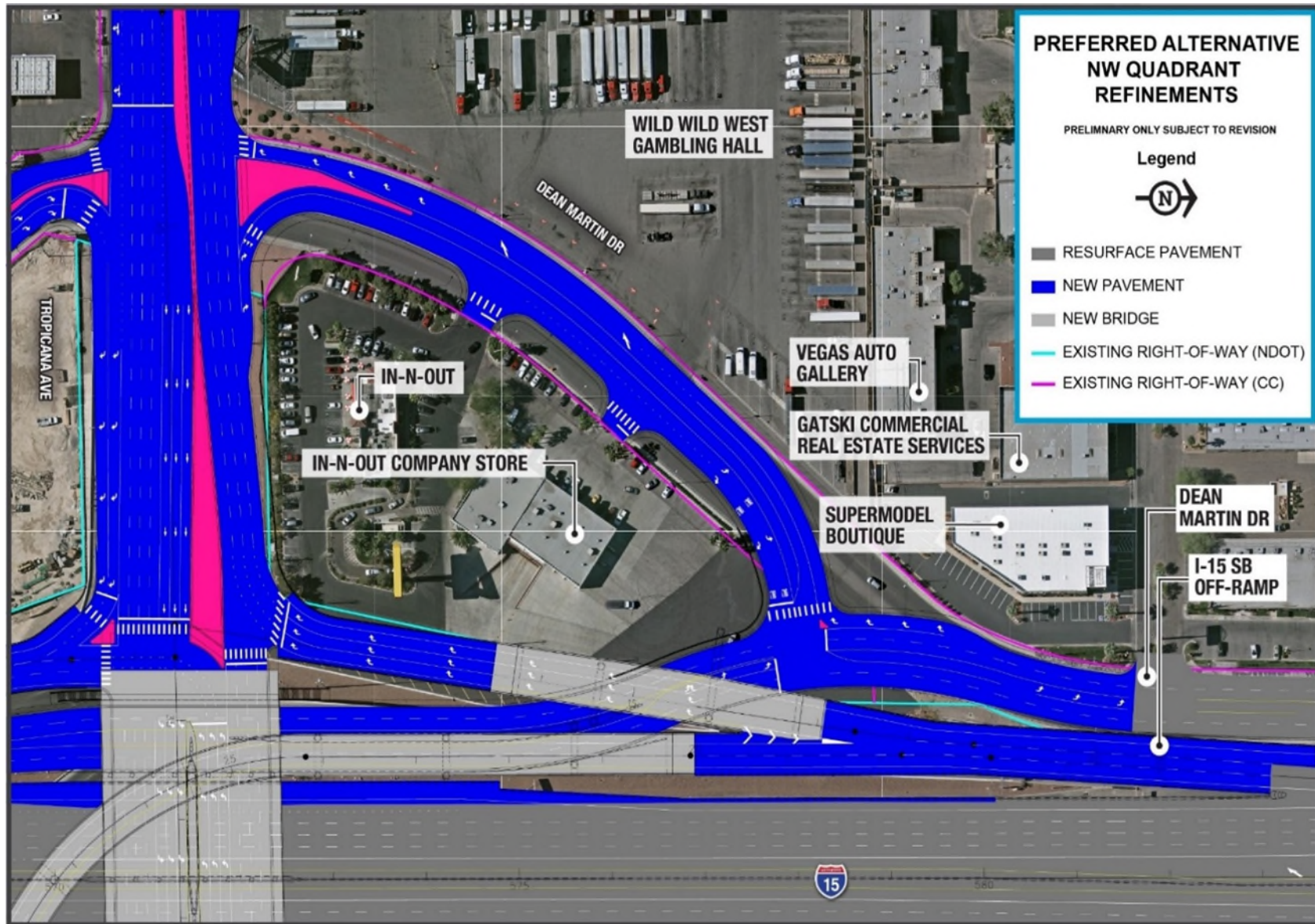


Figure 4. Selected Alternative Northwest Quadrant Refinements



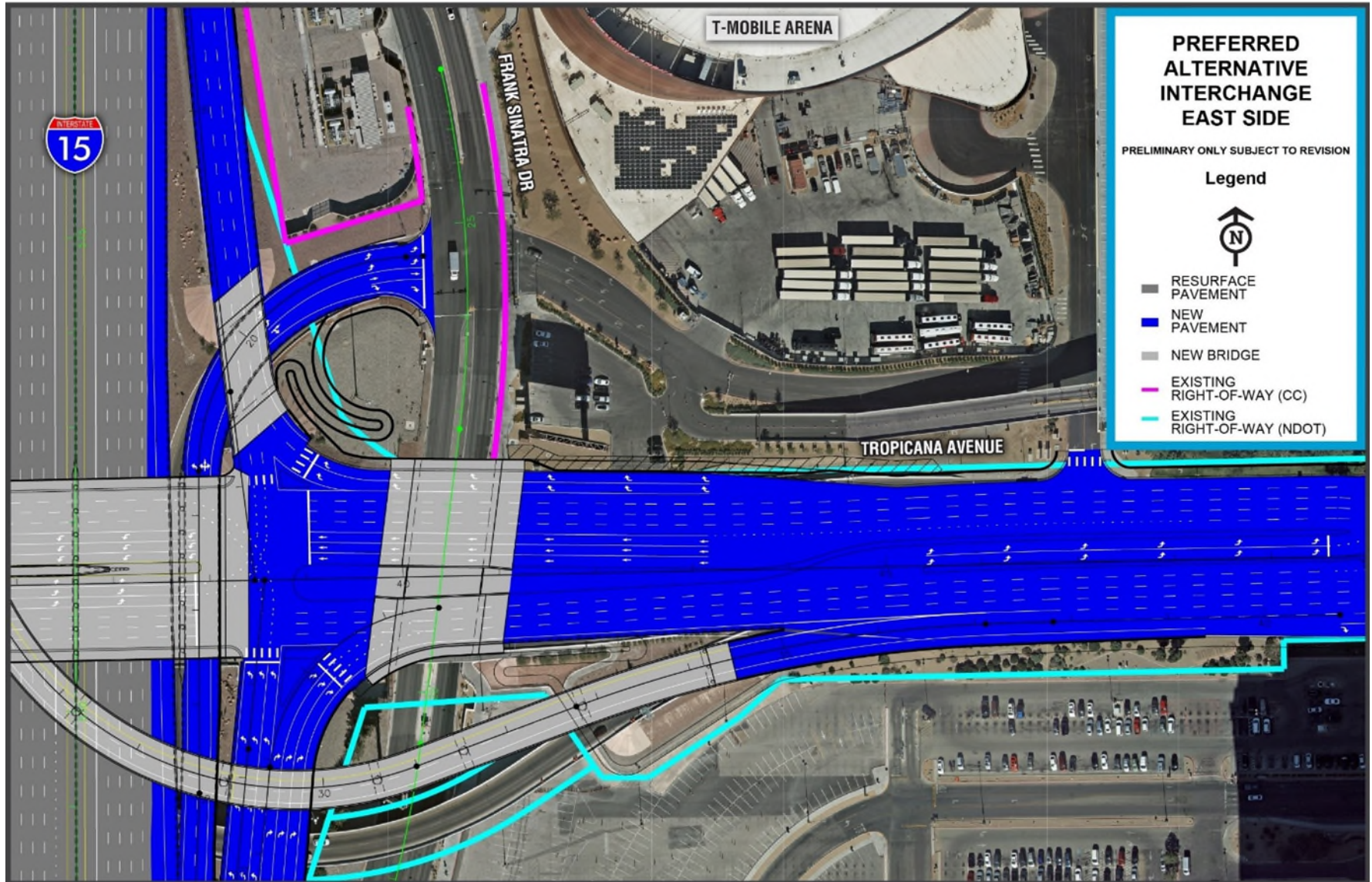


Figure 5. Selected Alternative Interchange East Side

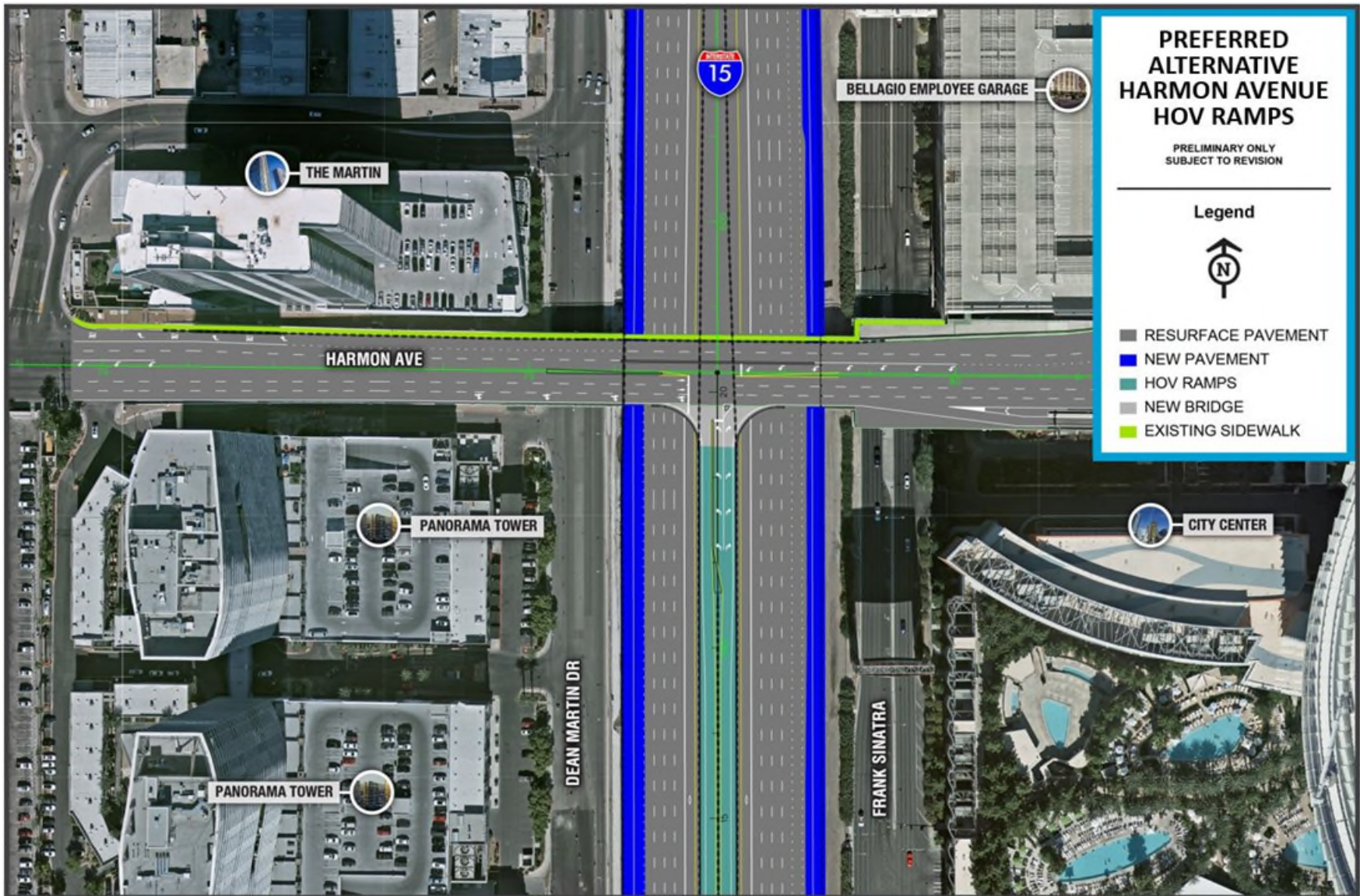


Figure 6. Selected Alternative Harmon Avenue HOV Ramps

Appendix A  
Public Hearing Transcript, Comment Forms,  
and Comments Received

Nevada Department of Transportation Public Meeting

Public Information Meeting for I-15 Tropicana Project

11/19/2019



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NEVADA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL ASSESSMENT PUBLIC HEARING FOR  
I-15/TROPICANA PROJECT

Taken on Tuesday, November 19, 2019

At 4:00 p.m.

By a Certified Court Reporter

Hampton Inn Events Center

4975 South Dean Martin Drive

Las Vegas, Nevada

Reported By: Karen L. Jones, CCR NO. 694  
Job No.: 37063

1 APPEARANCES :

2 Jeff S. Lerud, PE, CPM  
 3 NDOT, Senior Project Manager

4 Julie Maxey, Public Hearings Officer

5

6

7

I N D E X

8 DESCRIPTION

PAGE

9 Presentation

5

10 Q & A

16

11

12

13

E X H I B I T S

14

15 Exhibit A I-15/Tropicana Project  
 16 Environmental Assessment Public  
 Hearing Information Meeting Packet

17

18 Exhibit B Sign-in Sheets

19 Exhibit C Comment Forms

20

21

22

23

24

25

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

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5 MS. MAXEY: Good evening. In just a few  
6 minutes, we're going to go ahead and start our  
7 presentation. I know you're all waiting to see  
8 that. I hope you've had time to look at some of our  
9 study boards, meet with our engineers and some of  
10 the staff we have throughout the evening.

11 We do have our right-of-way station I'd  
12 like to draw your attention to. Our right-of-way  
13 folks over there are Tom and Kevin. If you have any  
14 right-of-way questions, I did want to draw attention  
15 to our right-of-way table.

16 There's a court reporter here tonight,  
17 if you would like to sit and make an oral statement  
18 to her. She will also be recording the  
19 question-and-answer session, also, which will follow  
20 the presentation. May I ask that you please hold  
21 your questions or comments until we get through the  
22 entire presentation. We would appreciate it.

23 And when we do get to the  
24 question-and-answer session, if you could state your  
25 name clearly for the court reporter. I will be

1 asking you to step up to the mic here and state your  
2 name and then you may ask your question or give us  
3 your comment concerning the project tonight.

4 So we're here tonight to discuss the  
5 I-15/Tropicana Project, the environmental document,  
6 which has been on -- we put that out about 15 days  
7 ago. We're in our 30-day comment period and we're  
8 asking you to give us your feedback on that document  
9 and on the project.

10 This is the third public meeting and  
11 this is actually the environmental hearing to close  
12 out the process, of the NEPA process. Jeff Lerud  
13 will explain that a little bit more as he gets into  
14 the presentation.

15 Once again, you should have received a  
16 handout packet tonight. In that handout packet  
17 there is a presentation of any of the display boards  
18 that we have here in the room. There's a comment  
19 page at the back of that handout packet. You may  
20 fill that out tonight and leave it in the comment  
21 box, which is back there on the sign-in table or  
22 give it to one of the staff here tonight or you may  
23 mail it in.

24 You may also give us your comments  
25 online if you go to Nevada.DOT, and up on the very



1 top on our website is transportation projects. If  
2 you click on that tab, you can find the  
3 I-15/Tropicana Project there and you can leave us  
4 your comments there on that page, too.

5 My name is Julie Maxey. I am the Public  
6 Hearings Officer for Nevada Department of  
7 Transportation. And once again, I welcome you  
8 tonight. And we'll go ahead and turn it over to  
9 Jeff Lerud. Thank you.

10

11 MR. LERUD: Thank you, Julie.

12 Welcome, everyone. I am Jeff Lerud.  
13 I'm a Senior Project Manager for the Department of  
14 Transportation and tonight I'm with the project team  
15 and I'd like to introduce some of the folks that are  
16 here, and we're here tonight to present the results  
17 of the environmental assessment for the  
18 reconstruction of the Tropicana interchange and  
19 construction of the HOV ramps at the alternative  
20 overpass.

21 Joining me tonight, I've got the CA  
22 Group here. They were leading on our design and  
23 environmental work. We have Stantec, who is our  
24 landscape and aesthetic lead. Civil FX out here in  
25 the corner where you see these two screens. If you

1 get a chance go check out that. It's really, really  
2 cool. It's a simulation of the project. They can  
3 zoom in, zoom out. It's really, really awesome.

4 And we have Jacobs who's here, the  
5 traffic folks. And then we have our NDOT  
6 environmental down here in front. You met Julie.  
7 And then you've met our right-of-way guys over  
8 there. If you have any questions for them, as well.

9 So tonight I'm going to give you an  
10 overview. I'm going to give you an overview of the  
11 project, describe the NEPA process, talk about  
12 project goals, provide a summary of the  
13 environmental assessment findings. Talk about the  
14 next step and finally answer any questions you might  
15 have.

16 So as part of the NEPA process, there's  
17 extensive agency and stakeholder outreach as we  
18 communicate with all of our stakeholders and local  
19 agencies. So this is a list of folks we've been in  
20 touch with over the last couple of years. I'll just  
21 click through this (indicating) and let you guys see  
22 them.

23 So with that, I'll give you a little bit  
24 of project overview. So our environmental studies  
25 on I-15 from Russell Road to Flamingo. On

1 Tropicana, it's from Valley View to West Las Vegas  
2 Boulevard. To the east, on Harmon, it's at the  
3 Harmon Avenue overpass at I-15. And then it's on  
4 Dean Martin from north of the In-N-Out Burger to  
5 this area just south of Tropicana.

6 Some of the project elements include the  
7 reconstruction of the Tropicana interchange, HOV  
8 ramps at the Harmon overpass, and then the  
9 realignment of Dean Martin Drive.

10 So what is the NEPA process? NEPA is  
11 the law requiring federal agencies to assess the  
12 environmental effects of a proposed project prior to  
13 making decisions. It establishes a framework for  
14 environmental review and ensures public and agency  
15 participation.

16 The process is intended to help agencies  
17 make final decisions that consider environmental  
18 consequences and avoid, minimize or mitigate  
19 environmental impacts.

20 So like Julie was saying, this is our  
21 third meeting. This is our public hearing. We've  
22 had two previous meetings. One was held on  
23 January 30th, 2018, and then the second one was held  
24 at May 2nd of 2019, and tonight our public hearing,  
25 November 19th.

1                   So the environmental assessment has  
2 quite a lot of information in it, the document and  
3 the adjoining appendices. The main document is  
4 broken down into four sections: Why the project is  
5 needed, the alternatives that were considered, the  
6 existing conditions, environmental impacts and  
7 mitigation measures, then agency coordination and  
8 public involvement.

9                   You can actually find this document  
10 online at I-15Tropicana.org. It will be up at the  
11 end of the presentation. I just want to make note  
12 ahead of time that it's out there. When you get to  
13 the website, it's on the left-hand side under the  
14 tab called "Environmental Assessment."

15                   So why is the project needed? Roadway  
16 deficiencies will continue to contribute to  
17 congestion and delays along Tropicana Avenue. Today  
18 Tropicana breaks down frequently and doesn't have  
19 enough capacity to deliver even today's traffic.

20                   So as we grow, as we get more traffic  
21 out there, existing congestion will only worsen with  
22 the projected traffic in the future. And as  
23 congestion increases, crash rates tend to increase,  
24 as well, deteriorating safety.

25                   So what we'd like to do is improve the

1 roadway and operational deficiencies on the  
2 Tropicana and the northbound collector-distributor  
3 road on I-15.

4 To help reduce congestion on Tropicana,  
5 we've added one additional lane in each direction.  
6 We've increased the turn movements to triple lefts  
7 and triple right turns wherever we can. We have  
8 eliminated the signal at Dean Martin and Tropicana  
9 to help improve the operational efficiency on  
10 Tropicana.

11 And then we're also lengthening the  
12 structure of Tropicana over I-15 to open up that  
13 bottleneck for future I-15 improvements. Until  
14 widening on I-15, though, we'll be able to take  
15 today's volume at the collector-distributor road  
16 where it comes on I-15 as one lane merging on-ramp,  
17 we're going to be able to take that on as two lanes.  
18 It will merge down to one lane and eventually merge  
19 back into the mainline.

20 So we're hoping that will help improve  
21 operations in that area until we come back and do  
22 the final fix.

23 So by reducing the congestion, safety  
24 will also be increased for all users of the  
25 facility; bicyclists, transit users, pedestrians and

1 vehicles. And we'll also improve the HOV access  
2 with HOV ramps at the Harmon overpass.

3 So the next few slides I'm going to show  
4 you summarize the impacts found during the  
5 environmental assessment. The list here shows the  
6 areas that we looked at that don't have any impacts,  
7 and I'll just list it right there.

8 But here are some of the areas we did  
9 find some impacts. So right-of-way acquisition. We  
10 have partial acquisition of 14 parcels, but there  
11 were no relocation of homes or businesses so that's  
12 good.

13 For community cohesion facilities and  
14 services, we're adding sidewalks all the way from  
15 east of the Tropicana interchange to the west of the  
16 Tropicana interchange on both sides. Right now  
17 there's poor conductivity with the sidewalks. We're  
18 proposing to have two 10-foot sidewalks out there;  
19 one on the north side, one on the south side.

20 And then on the west side -- actually on  
21 the east and west side, there will be stairwells  
22 that take you from Tropicana down to the next level  
23 at Dean Martin on the west side and Frank Sinatra on  
24 the east side.

25 On Harmon, the existing sidewalk is

1 going to have a barrier between the outside travel  
2 lane and the sidewalk to help protect pedestrians as  
3 they walk across the bridge from Panorama at The  
4 Martin and over to the Strip.

5 So traffic circulation and access. As I  
6 mentioned, we've realigned Dean Martin Drive.  
7 Although we're limiting the access at Dean Martin to  
8 right in/right out, we're perpetuating the access by  
9 constructing a road that connects Dean Martin from  
10 the north leg south underneath the structure at  
11 Tropicana connecting to the south leg of Dean  
12 Martin.

13 This creates circular connections to the  
14 northwest and southwest quadrant and maintains all  
15 the access to all those businesses in the northwest  
16 and southwest quadrants.

17 We've got exhibits over here. If  
18 anybody has any questions, we'd be happy to walk you  
19 through them. They show some good examples of how  
20 the traffic's going to circulate in those quadrants.

21 So as far as air quality and water  
22 resources are concerned, the project meets the  
23 regional air quality conformity and project level  
24 conformity requirement PM10.

25 For water resources, we will have some

1 impacts to existing facilities, existing drainage  
2 facilities as they would have to be reconfigured to  
3 accommodate the preferred alternative. So both the  
4 U.S. Army Corps 404 and 408 permits will be  
5 required.

6 Hazardous material. So there's two  
7 locations with about a tenth of an acre where the  
8 department is looking at doing partial acquisition.  
9 One parcel had about a hundred gallons of diesel  
10 fuel released on it back in I think around 2006.  
11 And the other parcel has three active underground  
12 storage tanks onsite and a history of spills onto  
13 the soil.

14 So NDOT will remove, manage and dispose  
15 all regulated materials in accordance with  
16 applicable regulations on those two locations.

17 So this slide right here shows the  
18 overall project process flow from preliminary  
19 planning and development all the way through  
20 construction to the operation and maintenance of the  
21 facility.

22 Right now we're currently in the second  
23 box, environmental studies and ready to move on to  
24 next step which is procuring a design build  
25 contractor and begin our right-of-way process.



1                   To get into more detail about the  
2 environmental studies and preliminary engineering  
3 status box, right now our environmental document is  
4 currently on review. It goes on review for 30 days.  
5 We're right about day 15 right now.

6                   Today our public hearing is here to  
7 present you the results of that environmental study.  
8 After the public hearing today, public comment will  
9 be open until December 4th. So at that time, we  
10 will take all the comments, reply to the comments,  
11 put them into our environmental document and then  
12 submit it to the Federal Highway Administration.

13                   And request for approval of finding of  
14 no significant impact or a FONSI. Once the  
15 department has a FONSI in place, then we can begin  
16 our next step of our right-of-way acquisition  
17 process and begin the procurement of a design build  
18 contractor.

19                   So tentatively, we're looking at getting  
20 a request for qualifications, or an RFQ, out on the  
21 streets probably spring of 2020, a request for  
22 proposal or RFP out on the streets by the end of  
23 summer 2020, maybe September time frame. Proposals  
24 will be submitted and reviewed. And if all goes  
25 well, we'll have a design build contractor on board

1 the first quarter of 2021.

2 And then we anticipate a two to three  
3 year construction time frame.

4 The maintenance of traffic, the traffic  
5 control in this area is going to be very, very  
6 crucial as we have the stadium, we have In-N-Out  
7 Burger, we have T-Mobile, access to the airport down  
8 Tropicana, UNLV down Tropicana.

9 So the effect of traffic control is  
10 going to be critical to the success of this project.  
11 So we're really keeping that in mind.

12 So this right here is a little  
13 simulation of the project. So anyway, this will  
14 give you a good idea of what the project looks like  
15 from a bird's eye view. You can see T-Mobile arena  
16 right there in the lower right quadrant right now.

17 This is just a small sample of what our  
18 guys over here in the corner, Civil FX, does.  
19 You'll really be able to see what's going on on the  
20 west side of the freeway at Dean Martin where we're  
21 restricting the access by eliminating that signal.

22 But, anyway, that's just kind of the  
23 bird's eye view of what's the project's going to  
24 look like when we're complete.

25 Next is one of my favorite topics,

1 landscape and aesthetics. Aesthetic treatments are  
2 required through NDOT's landscape and aesthetics  
3 program for color and texture that will be applied  
4 to visually blend the proposed facilities to our  
5 urban background here.

6           These measures include applying medium  
7 tan colored tint and decorative textures on all new  
8 structures, barrier rails, piers, pier caps,  
9 retaining walls and the flyover.

10           The treatments will be the same as the  
11 existing I-15 aesthetics that were just done south  
12 of the Tropicana interchange and are already in  
13 place. I was teasing our landscape folks today. We  
14 have horses everywhere that can be misconstrued as  
15 broncos and we have a Raiders' stadium right there,  
16 and that's not a -- (audience laughter). We're  
17 going to be keeping an eye on that.

18           So this slide will give you an idea of  
19 some of the other aesthetic treatments that will be  
20 implemented into the project. You can get a closer  
21 look on our boards right here on the left-hand side  
22 here, left of me if you want to go over there and  
23 ask Cary or John questions about our plans.

24           Ironically, right now we only have two  
25 landscape and aesthetic slides in this presentation,

1 but as we get into the project, as we start  
2 completing the project, all the slides will have  
3 some kind of landscaping and aesthetic proposed.  
4 When I was putting this together, I smiled to  
5 myself, I thought, man, I only have two slides that  
6 are visually appealing to that, but there will be  
7 more in the future.

8 So with that, please go around, review  
9 the exhibits around the room and ask any questions  
10 of our experts. Like Julie was saying, please  
11 provide your feedback, I think at the back of the  
12 room. And then here's the website  
13 I-15Tropicana.org. And, again, the open comment  
14 period is until December 4th.

15 So with that, we're going into the Q and  
16 A period. Julie.

17  
18 MS. MAXEY: Thank you, Jeff. So whoever  
19 would like to come up. I'd like to let everyone  
20 know if you had a neighbor that couldn't make it  
21 tonight, this handout material is out on our website  
22 also under the project tab, as well. So anyone can  
23 go out there grab it, print it out, and the comment  
24 page is on there, as well.

25 Is there anyone that would like to make

1 a statement or ask a question? And once you come  
2 up, if you could state your name for the court  
3 reporter.

4 MS. BRUCKER: Good evening. Hi, my name  
5 is Margaret Brucker. I'm a resident of The Martin.  
6 I do have a couple questions if you have a minute.

7 I'd like for you to orient me, if you  
8 would, as you're coming from the Aria/City Center  
9 across the Harmon bridge heading west, is this an  
10 area where you proposed an HOV lane? Am I  
11 understanding that correctly or no?

12 MR. LERUD: So the sidewalk currently is  
13 on the north side of the bridge.

14 MS. BRUCKER: Correct.

15 MR. LERUD: The HOV lanes are going to  
16 connect on the south side of the bridge. So there  
17 will not be any break in that sidewalk for the HOV.

18 MS. BRUCKER: Is it your intention,  
19 then, to change the speed limit along that bridge in  
20 any way?

21 MR. LERUD: You know, that's a good  
22 question. I don't think we've really thought about  
23 that kind of detail at the moment. That's  
24 definitely something that we can consider.

25 One thing that will be good for you guys

1 to know and it's kind of counterintuitive with the  
2 Valley View connection happening over to the west --  
3 you're aware of that, right? So when that happens,  
4 you guys unfortunately are going to have more  
5 traffic, but as you get more traffic in there, the  
6 speeds are going to slow down because right now  
7 you've got Uber drivers and taxi drivers, they're  
8 racing through there like it's a free-for-all, and I  
9 understand that, but you'll see the speeds naturally  
10 come down as more traffic gets into your area.

11 MS. BRUCKER: I'm pretty sure I speak  
12 for almost every resident in the building when I say  
13 that certainly would be our hope because at the  
14 moment it's a raceway. As you get from Jerry Lewis  
15 to Aldebaran, all the way through City Center, they  
16 know they're going up that bridge and honestly as  
17 fast as they can go, they're going. So it's already  
18 a bit of a safety hazard. I like the idea you're  
19 going to put a fence on the pedestrian walkway. So  
20 thank you for thinking of us.

21 MR. LERUD: To add on that, too, we're  
22 going to have a signal on top of those HOV ramps, so  
23 that's going to make people stop. They'll be  
24 stopping in the eastbound direction. The westbound  
25 through movement will still be able to go through

1       there because what we're proposing there is it's  
2       called a "high T" intersection, so the westbound  
3       traffic will still be able to travel through. And  
4       then the traffic that comes off the ramp and turns  
5       left, they'll turn into their own lane. And then it  
6       will add to the traffic going to the west. But  
7       going east, they'll actually have to stop at that  
8       signal whenever it turns red.

9                   MS. BRUCKER: If I may continue on that  
10       topic. Again, on Harmon, as you're heading west,  
11       you're intending to turn onto Jerry Lewis, we've --  
12       we as a building have proposed several times to the  
13       city either a speed bump or no right on red or  
14       something to slow that traffic down. Because at the  
15       moment, even though the light may be red, there's  
16       really no reason for them to stop and so the traffic  
17       coming around that corner, if you're following me,  
18       is impacting the ability for the residents of the  
19       building to get in and out of that building safely.  
20       You truly have to floor it just to get into traffic  
21       and out of traffic.

22                   And so perhaps we can talk about whether  
23       or not we could do something to slow that traffic  
24       down even more, either with a speed limit or no  
25       right on red or speed bump or something. Because I

1 can see we'll have more and more foot traffic  
2 heading to the stadium and across the street. That  
3 problem's going to get worse.

4 MR. LERUD: One thing about that, I've  
5 actually driven that. I've come over to your guys  
6 place and given a couple presentations, and I  
7 understand it's scary to turn in there.

8 But, again, as traffic increases, it  
9 should hopefully slow down. And then that is  
10 actually out of our project limits and it's the  
11 County jurisdiction right there, but we've been  
12 working close with the County on this project, so  
13 that's something we can take to them and try to come  
14 up with some kind of mitigation measure for that, as  
15 well.

16 MS. BRUCKER: One or two other  
17 questions, if I might since no one else is jumping  
18 in. What's the length of time for this from  
19 beginning to end?

20 MR. LERUD: So we're hoping -- right now  
21 we're saying two to three years because the traffic  
22 control that's going to take place is going to be  
23 very sensitive to the Raider's stadium, to  
24 T-Mobile -- not even just the Raiders, but the  
25 stadium events period, T-Mobile, all the properties



1 along the Strip right there. So we're trying to  
2 keep everyone happy while having as fast a schedule  
3 as we can, so there's going to be some give and  
4 take.

5 So right now we're just giving a window  
6 of two to three years and we're hoping when we get  
7 our proposals in that there's some good innovation  
8 for maintenance of traffic control. Then we'll know  
9 more at that time and we'll be reaching out to all  
10 the stakeholders.

11 MS. BRUCKER: Thank you very much.

12 MS. MAXEY: Anyone else like to make a  
13 comment?

14 MR. WEDDERBURN: My name is Elmo  
15 Wedderburn. I live at Panorama Towers. I first  
16 want to congratulate you in thinking about  
17 pedestrians because today pedestrians don't have a  
18 walkway from In-N-Out Burger or as well as walking,  
19 as a matter of fact, from this hotel; it's very  
20 difficult. I've seen families running across with  
21 children trying to cross the street. So I applaud  
22 you in that effort.

23 I do want to talk about the HOV you're  
24 going to have at Harmon. I'm trying to figure out  
25 why did you make an HOV because it's coming in and

1 out of an HOV lane; I think probably that's why you  
2 did, but I think it's going to be underutilized.  
3 And basically the people in the Panorama Towers who  
4 may want to go to the airport or get onto the  
5 highway, if you limit the time when it could be HOV,  
6 peak hours or nonpeak hours or nonHOV, which  
7 personally I would recommend, you allow more people  
8 who live in the Panorama Towers and the Martin, as  
9 well, to be able to get onto the freeway. But the  
10 current design from what I saw, you're going to have  
11 to cross Tropicana on the highway, make a right  
12 turn, come back around in a loop and then get on the  
13 highway.

14 So, obviously, it's a -- for something  
15 that's close to you to your left, you can't use  
16 unless you drive with someone, and I think a  
17 majority of the people -- I could be wrong -- just  
18 driving as a one person either going to work or  
19 coming back, and it would reduce the amount of  
20 traffic you have taking Dean Martin, especially on  
21 game days, by allowing the HOV lane to be utilized  
22 getting in on Harmon or getting out, as a nonHOV or  
23 a limited time as a consideration. Thank you.

24 MR. LERUD: So to speak to the  
25 operations of the HOV lane, right now the

1 department, we have 24/7 operations, so 24 hours a  
2 day, seven days a week, and the ramps will fall  
3 under that umbrella as well. We're in an evaluation  
4 period right now and I think we're looking at like a  
5 three-year window to evaluate the HOV lanes, really  
6 study them. And then when that three-year period is  
7 up, and I don't want to speak for our director, but  
8 I think we're going to look at the system and make  
9 informed decisions and really optimize the system  
10 for future use.

11 As far as coming out and coming down  
12 Dean Martin and kind of doing that circuitous route  
13 to get onto the freeway, I've taken that left turn  
14 at In-N-Out Burger quite a few times trying to turn  
15 out on Tropicana, and I think you're going to like  
16 the new circulation better because you're not going  
17 to have that big congested area right there at  
18 Tropicana and Dean Martin anymore. And if you're  
19 going southbound, you'll be able to flip right on  
20 and go southbound. And if you go northbound, it  
21 won't be that hard either.

22 MR. WEDDEBURN: Is it possible to  
23 consider signs like to walk here or potentially  
24 cross here or do not cross here? The more signs the  
25 better. Because you've got people at the this hotel

1 visiting, and what to do and not to do can be  
2 problematic or misunderstood. So if the changes you  
3 make -- I appreciate it, what you're going for  
4 pedestrians, especially someone who drives and don't  
5 want to hit someone if they run across and I didn't  
6 see them, so I appreciate.

7 If you can speak more of any future  
8 concept for pedestrians, I would appreciate it.

9 MR. LERUD: So on Tropicana itself,  
10 right now we don't have good conductivity from the  
11 east side to the west side. We have it on the south  
12 side of the structure, but not on the north side.

13 When our project's done, we're going to  
14 have -- well, we're proposing ten-foot sidewalks on  
15 the south side and north side all the way down from  
16 Dean Martin to I want to say it's the New York New  
17 York driveway, it might be even be all the way to  
18 the boulevard, but it's definitely a good distance  
19 to the east. And one of the things we're doing to  
20 try to mitigate people running across the street  
21 like that is we actually have stairwells coming from  
22 Tropicana that will take you down to the lower  
23 level, whether it's Frank Sinatra on the east side  
24 or Dean Martin on the west side. So that should  
25 hopefully alleviate some of those pedestrian

1 movements.

2                   Unfortunately, I've seen it on Las Vegas  
3 Boulevard, we've got that median fence going right  
4 down the boulevard and I see people climbing through  
5 it and climbing over it, and there's only so much we  
6 can do to prevent them from doing that. But we're  
7 doing everything we can as far as trying to make  
8 that connectivity for them.

9                   MR. WEDDERBURN: Thank you.

10                   MR. PENN: I like what everyone else  
11 said. Thank you for (unintelligible). It was very  
12 insightful, informative.

13                   My name is Jon Penn. I run Penn  
14 Properties, which is a residential real estate firm  
15 here in Las Vegas.

16                   You mentioned several times about  
17 implementing traffic control measures for traffic.  
18 So if you could, have those measures, have they been  
19 finalized? Are they in the process?  
20 (Unintelligible).

21                   MR. LERUD: I'm sorry, I don't  
22 understand what you mean.

23                   MR. PENN: So effective traffic control,  
24 so making sure you've spotted the congestion. In  
25 the midst of this construction, what are some of the

1 sort of levers that you're squeezing in order to  
2 minimize the negative traffic impact that's going to  
3 result from that?

4 MR. LERUD: So I think what you were  
5 thinking of I was talking, we're removing the signal  
6 at Dean Martin and Tropicana to make the flow more  
7 efficient and more effective?

8 MR. PENN: Yes.

9 MR. LERUD: So what's happening right  
10 now is, for example, if you take a southbound  
11 off-ramp at Tropicana and you turn to the west and  
12 then you try to turn in here, for example, sometimes  
13 you're hanging out into the Tropicana traffic,  
14 sometimes you don't get first green light, so by  
15 removing that signal all together, it just promotes  
16 the flow on Tropicana to be that much more smooth.  
17 It doesn't back up into the interchange.

18 And then if you are coming off as I  
19 described, you have free right at the In-N-Out  
20 Burger, then you go to the north, go right, come  
21 down Dean Martin's access at that southwest corner.

22 And if you'd like, I can get you over  
23 here later on and I can show you some of those  
24 movements.

25 But, yeah, so the point I was really

1 trying to make is just by removing that one signal  
2 on Tropicana really helps the operations over all of  
3 Tropicana itself.

4 MR. PENN: Thank you.

5 MS. MAXEY: Anyone else?

6 Well, we're going to close the  
7 question-and-answer session for the public meeting  
8 for public hearing here this evening. Please feel  
9 free to look at the display boards, talk to our  
10 staff. We're going to be here until 7:00.

11 We have cookies in the back. If you're  
12 hungry, grab a cookie. And once again, our comment  
13 period stays open until December 4th. It's very  
14 important that we get your comments and feedback.

15 Thank you for coming out tonight.

16

17 \* \* \* \* \*

18 (The court reporter was dismissed at 6:45 p.m.)

19 -oOo-

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25





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7. Yair	Hampton Inn	rey.louis@cagroup.com	
8. Roy Davis	2785 S. Rainbow LV NV 89116		
9. EMMO WEDERBURN	4575 DEAN N NORTH DR 89003	cmw@ca16@gmail.com	Mail
10. David D. Foley	5240 Alois Ave LV 89118	david.d.foley@lewis.com	
11. SONJA LOVIG	123 W WASHINGTON	Slony@dot.nv.gov	Email
12. Alyson Harrocks	1461 N. Green Valley Hwy, Suite 160 HD 89071	alysonh@harrocks.com	alysonh@harrocks.com
13. Adelmaez (Dad) Abdalla		adelmaez.abdalla@adk.com	
14. Lynette Russell	NDDOT		
15. Gordon Goelster	Acco	gordon@accogov.nv.gov	
16.			

NOTICE: THE INFORMATION YOU PROVIDE BECOMES A PUBLIC RECORD SUBJECT TO DISCLOSURE (NRS 239.0107)  
 AVISO: LA INFORMACIÓN QUE PROPORCIONE SE CONVIERTE EN UN REGISTRO PÚBLICO SUJETO A LA DIVULGACIÓN (NRS 239.0107)



# I-15 TROPICANA PROJECT

Nevada Department of Transportation  
Tuesday, November 19, 2019

# PROYECTO I-15 TROPICANA

Departamento de Transportación de Nevada  
Martes, 19 de noviembre, 2019

**ENVIRONMENTAL ASSESSMENT COMMENT FORM**  
PLEASE PRINT CLEARLY

**FORMA DE COMENTARIOS DE LA EVALUACION AMBIENTAL**  
POR FAVOR ESCRIBA SU NOMBRE CON CLARIDAD

Name: / Nombre:

KEVIN HONEA

Address: / Domicilio:

4615 W. SUNSET RD LAS VEGAS NV 89118

City: / Ciudad:

LAS VEGAS

State: / Estado:

NEVADA

Zip Code: / Código Postal:

89118

Phone (day): / Teléfono (de día):

(702) 985-5497

Phone (evening): / Teléfono (de noche):

(702) 985-5497

Email address: / Correo Electrónico:

khonea@dps.state.nv.us

Would you like staff to call you to discuss your comment or question?  Yes  No / Le gustaría que nuestro personal le llame para hablar sobre su comentario o pregunta?  SI  No

Comment or question: / Comentario o pregunta:

\* ONLY "HOV" ACCESS TO HARMON RAMP?

\* HAVING ONLY NORTHBOUND ACCESS TO HARMON FROM I-15 CAUSES POTENTIAL RESPONSE ISSUES FOR POLICE AND FIRE.

Comments will be accepted through 5 p.m.,  
Wednesday, December 4, 2019

Se aceptarán comentarios hasta las 5 p.m. del  
miércoles 4 de diciembre, 2019.

Please send to: Jeff Lerud, PE, NDOT Project Manager  
JLerud@dot.nv.gov or NDOT, PO Box 170,  
Las Vegas, NV 89125

Por favor envíe a: Jeff Lerud, PE, NDOT Project Manager  
JLerud@dot.nv.gov or NDOT, PO Box 170,  
Las Vegas, NV 89125

THANK YOU FOR YOUR TIME AND INTEREST

GRACIAS POR SU TIEMPO Y SU INTERES



# I-15 TROPICANA PROJECT

Nevada Department of Transportation  
Tuesday, November 19, 2019

# PROYECTO I-15 TROPICANA

Departamento de Transportación de Nevada  
Martes, 19 de noviembre, 2019

### ENVIRONMENTAL ASSESSMENT COMMENT FORM PLEASE PRINT CLEARLY

### FORMA DE COMENTARIOS DE LA EVALUACION AMBIENTAL POR FAVOR ESCRIBA SU NOMBRE CON CLARIDAD

Name: / Nombre:

ELMO WEDDERBURN

Address: / Domicilio:

4575 DEAN MARTIN DR APT 2705

City: / Ciudad:

LAS VEGAS

State: / Estado:

NV

Zip Code: / Código Postal:

89103

Phone (day): / Teléfono (de día):

Phone (evening): / Teléfono (de noche):

Email address: / Correo Electrónico:

CALNYCATL@gmail.com

Would you like staff to call you to discuss your comment or question?  Yes  No / Le gustaría que nuestro personal le llame para hablar sobre su comentario o pregunta?  SI  No

Comment or question: / Comentario o pregunta:

HOV Lane Entrance on Hernan should be change to All access & EXIT or should be limited to certain hours.

Comments will be accepted through 5 p.m., Wednesday, December 4, 2019

Se aceptarán comentarios hasta las 5 p.m. del miércoles 4 de diciembre, 2019.

Please send to: Jeff Lerud, PE., NDOT Project Manager  
JLerud@dot.nv.gov or NDOT, PO Box 170,  
Las Vegas, NV 89125

Por favor envíe a: Jeff Lerud, PE., NDOT Project Manager  
JLerud@dot.nv.gov or NDOT, PO Box 170,  
Las Vegas, NV 89125



# I-15 TROPICANA PROJECT

Nevada Department of Transportation  
Tuesday, November 19, 2019

# PROYECTO I-15 TROPICANA

Departamento de Transportación de Nevada  
Martes, 19 de noviembre, 2019

### ENVIRONMENTAL ASSESSMENT COMMENT FORM PLEASE PRINT CLEARLY

### FORMA DE COMENTARIOS DE LA EVALUACION AMBIENTAL POR FAVOR ESCRIBA SU NOMBRE CON CLARIDAD

Name: / Nombre:

Thaisa Simoes Monteiro

Address: / Domicilio:

3061 Business Ln

City: / Ciudad:

Las Vegas

State: / Estado:

NV

Zip Code: / Código Postal:

89103

Phone (day): / Teléfono (de día):

702 527 9723

Phone (evening): / Teléfono (de noche):

same

Email address: / Correo Electrónico:

monteiro.thaisa@gmail.com / manager@wandfightteam.vegas

Would you like staff to call you to discuss your comment or question?  Yes  No / Le gustaría que nuestro personal le llame para hablar sobre su comentario o pregunta?  Si  No

email is preferred.

Comment or question: / Comentario o pregunta:

As a small business owner with a business located close to the construction area, at a lane that comes out of Dean Martin, my concern is that our client, who come to us on a daily basis, will be impacted by the traffic generated during construction period. Is there any aid ~~or~~ being provided to the businesses going to be affected by the construction. We'll be affected either way, during construction with increased traffic and after construction with property value going up ~~on~~ and consequently our lease will go up.

Thank you for your consideration.

Comments will be accepted through 5 p.m., Wednesday, December 4, 2019

Se aceptarán comentarios hasta las 5 p.m. del miércoles 4 de diciembre, 2019.

Please send to: Jeff Lerud, PE, NDOT Project Manager  
JLerud@dot.nv.gov or: NDOT, PO Box 170,  
Las Vegas, NV 89125

Por favor envíe a: Jeff Lerud, PE, NDOT Project Manager  
JLerud@dot.nv.gov or: NDOT, PO Box 170,  
Las Vegas, NV 89125



**From:** [customercomment@dot.nv.gov](mailto:customercomment@dot.nv.gov) <[customercomment@dot.nv.gov](mailto:customercomment@dot.nv.gov)>  
**Sent:** Thursday, November 14, 2019 2:34 PM  
**To:** Information Mailbox <[Info@dot.nv.gov](mailto:Info@dot.nv.gov)>  
**Subject:** Nevada Department of Transportation: NDOT Customer Comments Form

A new entry to a form/survey has been submitted.

**Form Name:** NDOT Customer Comments Form  
**Date & Time:** 11/14/2019 2:33 PM  
**Response #:** 744  
**Submitter ID:** 15611  
**IP address:** 70.165.15.35  
**Time to complete:** 42 min. , 22 sec.

---

### Survey Details

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#### Page 1

**Your Email Address:**

[yair.eldar@hilton.com](mailto:yair.eldar@hilton.com)

**Your Information**

**First Name** Yair  
**Last Name** Eldar  
**Address** 4975 Dean Martin Drive  
**Address 2** Not answered  
**City** las vegas  
**State** Nevada  
**ZIP Code** 89118  
**Phone Number** (702) 948-8124

**Comments**

My place of business is the Hampton Inn on 4975 Dean Martin Dr. Las Vegas 89118

I have two concerns in regard to the I-15 Tropicana project.

1. The days in which the work will be done and the work hours allowed. The work should not start before 8 am and ends before 10pm . There are 3 hotels ( and we are one of them ) at the corner of Dean Martin and Tropicana that will see increase in customer complaints thus having a negative effect on revenues, if work will be allowed in a 24 hours period. In addition Saturday and Sunday is a very busy time for hotels in Vegas and any work during that time can seriously jeopardize hotel's revenues.
2. By the rime the project will start, any blockade to hotel entrance or exit will have a negative effect on hotel parking revenues. We would like to assure that there will be no blocking of these two lifelines to parking revenues or if required limit the time that blocking the point of entry and exit will occur.
- 3.

**How do you prefer we contact you?**

Phone

Email

Thank you,

**Nevada Department of Transportation**

---

**This is an automated message generated by the Vision Content Management System™. Please do not reply directly to this email.**

**From:** [JLerud@dot.nv.gov](mailto:JLerud@dot.nv.gov) <[JLerud@dot.nv.gov](mailto:JLerud@dot.nv.gov)>

**Sent:** Wednesday, November 20, 2019 3:11 PM

**To:** Lerud, Jeffrey <[JLerud@dot.nv.gov](mailto:JLerud@dot.nv.gov)>

**Subject:** Nevada Department of Transportation: I-15/Tropicana Project Comment Submission

A new entry to a form/survey has been submitted.

**Form Name:** I-15/Tropicana Project Comments  
**Date & Time:** 11/20/2019 3:10 PM  
**Response #:** 12  
**Submitter ID:** 15653  
**IP address:** 24.120.145.98  
**Time to complete:** 4 min. , 16 sec.

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#### Survey Details

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##### Page 1

Name	
<b>Name (First, Last)</b>	Jonathan Orr

Email Address	
<b>Email Address</b>	<a href="mailto:jorrlv@gmail.com">jorrlv@gmail.com</a>

Phone Number	
<b>Phone Number (With Area Code)</b>	7025621857

**Please add any comments you may have below.**

The problem that is not addressed is that people traveling southbound on I-15 have no way to get into the New York - New York parking garage. This is necessary for people coming from the north who need to get into that garage for work. Currently the only way to do that is to go west on Tropicana and then do a U-turn at Dean Martin. If that U-Turn goes away the New York-New York garage becomes completely inaccessible.

Thank you,  
**Nevada Department of Transportation**

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**This is an automated message generated by the Vision Content Management System™. Please do not reply directly to this email.**

**From:** estella.lasvegas <[estella.lasvegas@yahoo.com](mailto:estella.lasvegas@yahoo.com)>  
**Sent:** Saturday, November 23, 2019 7:02 AM  
**To:** Lerud, Jeffrey <[JLerud@dot.nv.gov](mailto:JLerud@dot.nv.gov)>  
**Subject:** RE: TROPICANA X VALLEY VIEW CONSTRUCTION

Sorry I missed spells. I also forgot to let you know which store. It's Nails By Night.

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: "estella.lasvegas" <[estella.lasvegas@yahoo.com](mailto:estella.lasvegas@yahoo.com)>  
Date: 11/21/19 12:12 PM (GMT-08:00)  
To: [jlerud@dot.nv.gov](mailto:jlerud@dot.nv.gov)  
Subject: TROPICANA X VALLEY VIEW CONSTRUCTION

Hello,

I kissed the date of the meeting for the I15 construction. May I have the presentation? How will the construction affect the traffic to Valley View? The last construction a few months ago cut down our revenue.

I would also like to request NDOT to assist me to change "Valley View" to another name. Maybe "COPS STREET" sounds good. Valley View has a high volume of prostitutions. Valley View is known as Valley of the Dolls for prostitution. Can I change it? Also can a camera be installed to feed images of prostitutions and those that pick them up, this is a self control method. If they see camera they won't be conducting it.

Thank you,

Sent from my T-Mobile 4G LTE Device



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of Airports  
Phoenix Airports District Office

3800 N. Central Avenue  
Suite 1025, 10<sup>th</sup> Floor  
Phoenix, AZ 85012

November 27, 2019

Mr. Jeff Lerud, P.E., CPM  
Senior Project Manager  
Nevada Department of Transportation  
P.O. Box 170  
Las Vegas, NV 89125

### **I-15 Tropicana Project – Environmental Assessment**

Dear Mr. Lerud:

The Phoenix Airports District Office was recently notified by your organization regarding the above noted proposed highway project located adjacent to McCarran International Airport (LAS). We are providing the information below, but are concerned about the lack of prior communication with this office. We did not find in our files any evidence of early consultation associated with this project. Since May 2014, public use airports in the State of Nevada have been assigned to this office. Please update your contact information as necessary.

Our specific comments are as follows:

1. During design, Nevada Department of Transportation (NDOT) or Federal Highway Administration should request the Federal Aviation Administration (FAA) conduct an airspace review by submitting FAA Form 7460-1 for the proposed light poles and the highest point height of the new highway structures to ensure there are no hazards to air navigation. An individual form needs to be submitted for each light pole and the tallest center point of each structure.
2. During preconstruction, NDOT's construction contractor should also request the FAA conduct an airspace review for proposed crane locations by submitting the form mentioned above. Please include the anticipated duration that the cranes will be in place.

Should you have questions or require additional information, please contact Mr. Jared Raymond, Community Planner at 602-792-1072 or via email at [jared.raymond@faa.gov](mailto:jared.raymond@faa.gov).

Sincerely,

Mike N. Williams  
Manager

Cc Jared Raymond, PHX ADO  
Matthew Bilsbarrow, PHX ADO

**From:** Mulvihill, Carolyn [<mailto:Mulvihill.Carolyn@epa.gov>]

**Sent:** Wednesday, December 4, 2019 1:31 PM

**To:** Abdalla, Abdelmoez (FHWA) <[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)>; Young, Christopher <[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)>

**Subject:** I-15 Tropicana Environmental Assessment

Hi Del and Christopher,

EPA appreciates the opportunity to review the environmental assessment for the I-15 Tropicana project. We don't have any formal comments, but wanted to share the question and recommendations below:

- The document states that it was determined that the project would not be a project of air quality concern (POAQC). Did NDOT and FHWA consult with EPA and other responsible agencies in making this determination?
- Given ambient air quality conditions and the possibility that multiple construction projects may occur concurrently in and near the project area, EPA recommends that all possible construction emission mitigation measures be employed.
- EPA supports inclusion of HOV features in this project and encourages NDOT to continue to expand the HOV network in the Las Vegas area to reduce traffic congestion and improve air quality.

Let me know if you have any questions. Thanks!

Carolyn Mulvihill  
Environmental Review Branch  
U.S. EPA, Region 9  
75 Hawthorne Street, TIP-2  
San Francisco, CA 94105-3901

phone: (415) 947-3554

email: [mulvihill.carolyn@epa.gov](mailto:mulvihill.carolyn@epa.gov)

## EPA Comment/Response

**From:** [Abdalla, Abdelmoez \(FHWA\)](#)  
**To:** [OConnor, Karina](#); [Mulvihill, Carolyn](#)  
**Cc:** [Young, Christopher](#)  
**Subject:** RE: I-15 Tropicana Environmental Assessment  
**Date:** Tuesday, January 07, 2020 4:11:18 PM

---

Karina:

Thank you for your response of agreeing that I-15 Tropicana is likely not a project of air quality concern. FHWA and NDOT will ensure in the future that EPA and other responsible agencies participate in the determinations to decide if projects are of air quality concern (POAQC) or not.

Please let me know if you have any more comments or concerns.

Thank you-

Del

*Abdelmoez Abdalla, Ph.D.*

Environmental Program Manager

FHWA-Nevada Division

705 N. Plaza Street

Carson City, NV 89701

Direct Phone: 775-687-1231

Cell Phone: 775-291-7598

[Abdelmoez.abdalla@DOT.GOV](mailto:Abdelmoez.abdalla@DOT.GOV)

GO Green

---

**From:** OConnor, Karina [mailto:OConnor.Karina@epa.gov]  
**Sent:** Tuesday, January 7, 2020 3:07 PM  
**To:** Abdalla, Abdelmoez (FHWA) <Abdelmoez.Abdalla@dot.gov>; Mulvihill, Carolyn <Mulvihill.Carolyn@epa.gov>  
**Cc:** Young, Christopher <CYoung@dot.nv.gov>  
**Subject:** RE: I-15 Tropicana Environmental Assessment

Del - EPA agrees that this project is likely not a project of air quality concern, based on our review of other similar project but note that is difficult to make and support a determination based on the limited information in the shared Air Quality technical memorandum and Environmental Assessment

for the project. As with other nonattainment areas in Region 9, EPA and other agencies participating in transportation conformity interagency consultation are typically consulted in determining if transportation projects are projects of air quality concern. As mentioned in the AQ technical memorandum, the conformity regulations indicate that projects that increase diesel truck traffic significantly are expected to be projects of air quality concern. EPA's guidance gives guidance for determining if a project is a project of air quality concern.

EPA's hot spot guidance indicates that projects that include traffic and truck levels of 125,000 ADT and 10,000 Truck ADT are clearly examples where a project is clearly a project of air quality concern. Note that these examples should not be treated as representing thresholds or "bright lines." Depending on the circumstances, smaller projects could be considered a project of air quality concern and larger projects might not be. Each project must be considered on a case-by-case basis taking into account the unique set of circumstances that apply. The Air Quality technical memorandum for the I-15 project references limited changes in the vehicle fleet mix in the Project area when compared to the No Action alternative and existing traffic counts are in the range of 237,000 – 294,000 AADT on the I-15 mainline, and truck levels above 10,000 (based on 4%) to possibly close to 30,000 ADT. However, it is difficult to determine how these estimated levels vary between the build and no build alternatives. Similar projects in other areas that I have reviewed haven't increased roadway or mainline diesel traffic from the no build above 2,000 ADT, but each project is different. Do you have any comparison build vs no build Truck ADT estimates?

Also note that transportation projects can have levels of truck traffic below 10,000 ADT and still be projects of air quality concern. We have previously made determinations both in Region 9 and in other parts of the country that projects with truck levels between 5,000 and 10,000 are projects of air quality concern. For example, the I-710 project in Southern California was originally determined to be a project of air quality concern with modeled truck traffic increases of 6,000 above the no build levels. Projects in other parts of the country have determined to be projects of air quality concern with truck traffic increases below 5,000. As mentioned earlier, each project must be considered on a case-by-case basis taking into account the unique set of circumstances that apply.

I'm not sure if it would be helpful for future reviews, but we use forms like the one attached to review (often via email) projects in other nonattainment areas in Region 9. Regardless, EPA would like to participate in future determinations for projects.

One last comment, I noticed in the document that the Las Vegas area is not identified as being nonattainment for the 2015 ozone standard. The area was designated nonattainment on June 4, 2018, effective August 3, 2018. I've attached the final notice designating Las Vegas (and other areas) nonattainment.

Thanks, Karina

Karina OConnor  
Air Planning Office  
US EPA Region 9 (AIR-2)  
75 Hawthorne St.



San Francisco, CA 94105  
(775) 434-8176  
[oconnor.karina@epa.gov](mailto:oconnor.karina@epa.gov)

---

**From:** Abdalla, Abdelmoez (FHWA) <[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)>  
**Sent:** Tuesday, January 7, 2020 11:12 AM  
**To:** Mulvihill, Carolyn <[Mulvihill.Carolyn@epa.gov](mailto:Mulvihill.Carolyn@epa.gov)>  
**Cc:** Young, Christopher <[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)>; OConnor, Karina <[OConnor.Karina@epa.gov](mailto:OConnor.Karina@epa.gov)>  
**Subject:** RE: I-15 Tropicana Environmental Assessment

Hello Carolyn:  
Happy New Year!

I called your office but there was no answer! Have you had the chance to talk with Karina yet? I would greatly appreciate a response since we need to move on with the project to have the FONSI soon, if applicable. FHWA agrees with the response below from NDOT regarding this issue.

Thanks so much for your assistance-

Del

*Abdelmoez Abdalla, Ph.D.*

Environmental Program Manager  
FHWA-Nevada Division  
705 N. Plaza Street  
Carson City, NV 89701  
Direct Phone: 775-687-1231  
Cell Phone: 775-291-7598  
[Abdelmoez.abdalla@DOT.GOV](mailto:Abdelmoez.abdalla@DOT.GOV)

GO Green

---

**From:** Mulvihill, Carolyn [<mailto:Mulvihill.Carolyn@epa.gov>]  
**Sent:** Tuesday, December 17, 2019 1:08 PM  
**To:** Young, Christopher <[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)>  
**Cc:** Abdalla, Abdelmoez (FHWA) <[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)>

**Subject:** RE: I-15 Tropicana Environmental Assessment

Hi Chris,

I wanted to let you know that I've been trying to connect with Karina O'Connor, our transportation conformity lead, to discuss this project, but we haven't had a chance to talk yet. I'd like to run this by her to see if she is satisfied with the discussion below or whether she would like to have additional discussions with you. Thanks for your quick response, and I'll get back to you when I've spoken with Karina.

Carolyn Mulvihill  
Environmental Review Branch  
U.S. EPA, Region 9  
75 Hawthorne Street, TIP-2  
San Francisco, CA 94105-3901

phone: (415) 947-3554  
email: [mulvihill.carolyn@epa.gov](mailto:mulvihill.carolyn@epa.gov)

---

**From:** Young, Christopher <[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)>  
**Sent:** Thursday, December 5, 2019 12:54 PM  
**To:** Mulvihill, Carolyn <[Mulvihill.Carolyn@epa.gov](mailto:Mulvihill.Carolyn@epa.gov)>; Abdalla, Abdelmoez (FHWA) <[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)>; Alattar, Iyad (FHWA) <[iyad.alattar@dot.gov](mailto:iyad.alattar@dot.gov)>  
**Cc:** Lerud, Jeffrey <[JLerud@dot.nv.gov](mailto:JLerud@dot.nv.gov)>; Han, Enos (FHWA) <[enos.han@dot.gov](mailto:enos.han@dot.gov)>  
**Subject:** RE: I-15 Tropicana Environmental Assessment

Carolyn

Thank you very much for your comments. Regarding if NDOT and FHWA consulted directly with the EPA in making the determination that this project is not a project of air quality concern (POAQC), the answer is no, based on the following reasons which are documented on pages 17 and 18 of the project's AQ technical memorandum (attached):

"In accordance with the criteria described above, it is concluded the Project is not expected to be a POAQC for these reasons:

- The Project would not cause a significant increase in the number of diesel vehicles. The proposed Project would not change the vehicle fleet mix in the Project area when compared to the No Action alternative. A PM micro-scale hot-spot analysis would not be required based on the amount of future truck traffic and the anticipated less than significant impact of heavy truck traffic on intersections with a delay greater than 35-seconds per vehicle. Existing traffic counts are in the range of 237,000 – 294,000 AADT on the I-15 mainline, which exceeds the 125,000 AADT threshold for determining if a project is a POAQC; however, truck percentages are currently less than 4%. Future traffic could exceed 300,000 AADT, but heavy trucks are not anticipated to be the primary driver of future traffic growth and will likely remain below 10% of AADT; therefore, the project would not be considered of the type listed in 40 CFR

932.123(b) (i-v) and would not be a POAQC.

- The Project would improve the area's traffic conditions by providing a reconfigured interchange to improve traffic flow and reduce delay. As discussed above, the Project area has minimal diesel truck traffic. Therefore, the Project would not affect intersections with a delay greater than 35-seconds per vehicle with a significant number of diesel vehicles or cause a significant increase in diesel truck traffic at these intersections.
- The proposed Project would not construct any new bus or rail terminals.
- The Project location was not identified in the region's SIP as a site of a possible violation of PM<sub>10</sub>.

In summary, although the proposed Project is in a maintenance area for PM<sub>10</sub>, the Project would not be a POAQC based on the above criteria. As described above, the project is not expected to cause or contribute to new localized PM<sub>10</sub> violations or increase the frequency or severity of existing violations. As such, the project would meet the conformity requirements of 40 CFR 93.116 without a quantitative hot-spot analysis. Therefore, the Project is not expected to cause or contribute to new localized PM<sub>10</sub> violations.”

If EPA believes this determination to be incorrect, NDOT and FHWA will discuss what we can do to ensure that this project's POAQC determination satisfactorily meets the legal and regulatory requirements prior to FHWA approval of the FONSI.

Additionally, in the future, if NDOT/FHWA make a similar project POAQC determination we will provide EPA with a chance to comment on that determination prior to finalization of any AQ technical report or memo and release of the EA or EIS for public review.

As for the remaining points in your email, NDOT/FHWA projects will continue to include contract language to ensure equipment and vehicles used for construction comply with EPA's emission standards for on-road vehicles and off-road construction equipment. Unfortunately, we do have control over the construction practices of local agency or private construction activities that may occur simultaneously near this project. NDOT will continue to deploy HOV lanes into the southern Nevada Transportation system in accordance with NDOT's HOV plan.

I hope this has addressed your concerns regarding the project. Thank you.

Chris

\*\*\*\*\*

Christopher E. Young, RPA  
Acting Chief, Environmental Services  
Nevada Department of Transportation  
1263 S. Stewart St.  
Carson City, NV 89712  
Phone: 775.888.7687  
Fax: 775.888.7104

---

**From:** Mulvihill, Carolyn <[Mulvihill.Carolyn@epa.gov](mailto:Mulvihill.Carolyn@epa.gov)>

**Sent:** Wednesday, December 04, 2019 1:31 PM

**To:** Abdalla, Abdelmoez (FHWA) <[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)>; Young, Christopher <[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)>

**Subject:** I-15 Tropicana Environmental Assessment

Hi Del and Christopher,

EPA appreciates the opportunity to review the environmental assessment for the I-15 Tropicana project. We don't have any formal comments, but wanted to share the question and recommendations below:

- The document states that it was determined that the project would not be a project of air quality concern (POAQC). Did NDOT and FHWA consult with EPA and other responsible agencies in making this determination?
- Given ambient air quality conditions and the possibility that multiple construction projects may occur concurrently in and near the project area, EPA recommends that all possible construction emission mitigation measures be employed.
- EPA supports inclusion of HOV features in this project and encourages NDOT to continue to expand the HOV network in the Las Vegas area to reduce traffic congestion and improve air quality.

Let me know if you have any questions. Thanks!

Carolyn Mulvihill  
Environmental Review Branch  
U.S. EPA, Region 9  
75 Hawthorne Street, TIP-2  
San Francisco, CA 94105-3901

phone: (415) 947-3554

email: [mulvihill.carolyn@epa.gov](mailto:mulvihill.carolyn@epa.gov)

# RE: Nevada State Clearinghouse Notice E2020-96 (E2020-96 EA Public Hearing for the I-15 Tropicana Project - Clark County)

Sue Gaskill

Thu 11/14/2019 2:10 PM

To: Amanda Brownlee <abrownlee@water.nv.gov>; NevadaClearinghouse <NevadaClearinghouse@lands.nv.gov>;



## NEVADA STATE CLEARINGHOUSE

Department of Conservation and Natural Resources, Division of State Lands  
901 S. Stewart St., Ste. 5003, Carson City, Nevada 89701-5246  
(775) 684-2723 Fax (775) 684-2721

TRANSMISSION DATE: 11/04/2019

Nevada Department of Transportation

**Nevada State Clearinghouse Notice E2020-96**

**Project: E2020-96 EA Public Hearing for the I-15 Tropicana Project - Clark County**

The Nevada Department of Transportation, in cooperation with the Federal Highway Administration, has prepared an Environmental Assessment (EA) for the proposed I-15 Tropicana Project in Las Vegas.

NDOT invites the public and interested stakeholders to review and submit comments on the (click the following) [EA document and the Project](#). Comments will be accepted through Wednesday, December 4, 2019.

Follow the link below to find information concerning the above-mentioned project for your review and comment.

[E2020-96 - http://clearinghouse.nv.gov/public/Notice/2020/E2020-96.pdf](http://clearinghouse.nv.gov/public/Notice/2020/E2020-96.pdf)

- **Please evaluate this project's effects on your agency's plans and programs and any other issues that you are aware of that might be pertinent to applicable laws and regulations.**
- **Please reply directly from this e-mail and attach your comments.**
- **Please submit your comments no later than Tuesday December 3rd, 2019.**

[Clearinghouse project archive](#)

Questions? Andre Emme, Program Manager, (775) 684-2733 or [nevadaclearinghouse@state.nv.us](mailto:nevadaclearinghouse@state.nv.us)

No comment on this project  Proposal supported as written

AGENCY COMMENTS:

**Nevada State Clearinghouse**

*Department of Conservation and Natural Resources*

*901 South Stewart Street, Suite 5003*

*Carson City, NV 89701*

*775-684-2723*

<http://clearinghouse.nv.gov>

[www.lands.nv.gov](http://www.lands.nv.gov)

DATE: November 14, 2019

Division of Water Resources

**Nevada SAI # E2020-096**

**Project: E2020-96 EA Public Hearing for the I-15 Tropicana Project - Clark County**

No comment on this project  Proposal supported as written

AGENCY COMMENTS:

**General:**

Water diversions from any surface source must comply with the permitting provisions of Nevada Revised Statutes (NRS) Chapter 533.

**Water for Construction Projects**

Ensure that any water used on a project for any use shall be provided by an established utility or under permit or temporary change application or waiver issued by the State Engineer's Office with a manner of use acceptable for suggested projects water needs.

**I-15 TROPICANA PROJECT  
MGMRI - NEPA ENVIRONMENTAL ASSESSMENT COMMENTS  
Submitted: December 4, 2019**

The proposed improvements will impact property owners located within, adjacent to, or in proximity to the Tropicana/I-15 Interchange. This includes direct property impacts to the MGP Lessor, LLC properties (New York-York Hotel & Casino and Excalibur Hotel & Casino), and Arena Land Holdings, LLC (T-Mobile Arena).

New York-New York Hotel & Casino (“NY-NY”) is comprised of approximately 2,000 guest rooms; 21,000 sq. ft. of meeting and convention space; and 84,000 sq. ft. of gaming space in addition to numerous restaurants, shops, and entertainment activities. Excalibur Hotel & Casino (“Excalibur”) is comprised of 3,981 guest rooms; 12,000 sq. ft. of meeting and convention space; and 100,000 sq. ft. of gaming space, and also features a wide variety of dining, entertainment, and retail experiences. T-Mobile Arena is a 650,000 sq. ft., 20,000-seat indoor arena that hosts more than 100 events per year. It is the home facility of the first professional sports franchise in Nevada, the Vegas Golden Knights. Collectively, these venues employ thousands of local residents and host hundreds of thousands of visitors each year. They are important contributors to our local and state economies and any impacts to their operations must be carefully considered and opportunities to mitigate such impacts rigorously evaluated and implemented.

Construction activities implemented in conjunction with this project will impact MGMRI properties in proximity to the interchange, with direct impacts expected at Excalibur, NY-NY, and T-Mobile Arena. These impacts include increased construction noise, delayed travel time, and intermittent access constraints for employees and guests, among others risks to productivity and guest experience that could affect property performance during construction.

Provided here is an initial overview of impacts the aforementioned properties and others located proximate to the project footprint could reasonably expect to experience. This is not intended to be an exhaustive description of all impacts such properties may experience and rights are respectively reserved to further consider the impacts and proposed mitigation measures in the future. In addition, where specific mitigation measures are proposed herein, the intent is to express a minimum standard that will hopefully be improved upon following additional collaboration and thoughtful planning in partnership with the Nevada Department of Transportation (NDOT).

**TRAFFIC LANE CLOSURES**

- The project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should carefully consider the impact that traffic control strategies implemented during construction will have on NY-NY, Excalibur, and T-Mobile Arena.
- Traffic lane closures implemented in conjunction with this project should be minimized wherever and whenever possible and scheduled to occur in conjunction with slower periods of pedestrian and vehicular traffic, such as non-event days, weekdays during nighttime hours, and very rarely, if ever, on weekends or during major holidays and/or citywide events or conventions.

- The flow of traffic on I-15, to and from on and off-ramps serving Tropicana, on Tropicana, and on collector streets such as Frank Sinatra and Dean Martin should remain open during construction and lane capacity maximized to the fullest extent whenever possible without compromising safety. Full closure of these roadways should be minimized and scheduled well in advance to align with, again, slower periods of pedestrian and vehicular traffic.
- It is reasonable that traffic control strategies be developed in conjunction with this project that require a minimum of two eastbound and two westbound general purpose travel lanes on Tropicana and two northbound and two southbound general purpose travel lanes on Frank Sinatra remain open to traffic at all times during construction, and whenever possible, that additional traffic lanes remain open to accommodate the motoring public.

#### VEHICULAR ACCESS & SAFETY

- The project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should carefully consider the impact that concurrent construction activity will have on NY-NY, Excalibur, and T-Mobile Arena. The properties are separate establishments but are functionally integrated, from a pedestrian connectivity and vehicle traffic management standpoint, particularly on event days.
- Therefore, staggering construction activity in conjunction with proposed improvements at each property is something we intend to carefully evaluate with the project team to reduce impacts to business operations.
- It is reasonable that vehicular access, including ingress and egress, to NY-NY, Excalibur, and T-Mobile Arena, remain open at all times during construction. This includes during proposed modifications to the NY-NY and T-Mobile Arena access drives located on Tropicana, and during proposed modifications to Excalibur's northern parking entrance on Tropicana.

#### PEDESTRIAN ACCESS & SAFETY

- Widening sidewalks and improving pedestrian access and safety on sidewalks located adjacent and in proximity to Tropicana is an important goal. To maintain safe and efficient access for pedestrians, the project technical requirements, limitations of operations, phasing plan, and contractor performance specifications should be configured to account for minimal disruption of pedestrian flows during construction, including pedestrian access to NY-NY, Excalibur, and T-Mobile Arena.
- It is reasonable that pedestrian access from Excalibur under Tropicana to T-Mobile Arena remain open at a sidewalk width of no less than 10 ft. at all times during construction, with intermittent reductions or closures implemented when safety precautions are needed. Moreover, it is reasonable that construction activities requiring limited pedestrian access along this route be scheduled only during night-time hours or on non-event days.
- The final, improved sidewalk width from Excalibur under Tropicana to T-Mobile Arena should be expanded to a minimum of 15 ft. when completed, which is reasonable considering this sidewalk is expected to be rebuilt during construction.



- The final, improved sidewalk width on the north side of Tropicana, north of the proposed barrier wall that follows the T-Mobile Arena property line and links to Frank Sinatra should be a minimum of 15 ft. when completed, which is reasonable considering this sidewalk is expected to be rebuilt during construction.
- The project should account for and include additional and/or optimized lighting along the completed sidewalks traveling east and west on Tropicana from Las Vegas Blvd. to Dean Martin and the completed pedestrian pathway traveling from Excalibur under Tropicana to T-Mobile Arena.
- The project should account for and include pedestrian safety enhancements, such as bollards, along the completed sidewalks traveling east and west on Tropicana from Las Vegas Blvd. to Dean Martin and the completed pedestrian pathway traveling from Excalibur under Tropicana to T-Mobile Arena.

#### CONSTRUCTION NOISE

- Intense construction in close proximity to a transient lodging establishment is a significant hardship, especially when conducted at night or during the early morning hours. Such construction noise disturbs guests, results in complaints to operators, diminishes the guest experience, and creates certain other hardships for operators.
- It is reasonable that the project schedule be planned in advance and adjusted within reason so that intense construction noise in proximity to NY-NY, Excalibur, or any transient lodging establishment within or near the project footprint be minimized and mitigated.

#### SIGNAGE

- The Tri-face billboard located on MGP Lessor, LLC property in proximity to the existing southbound I-15 to eastbound Tropicana flyover ramp will need to be relocated as a result of the project's proposed location for the reconfigured flyover ramp. It is reasonable to request that this sign be relocated to an area of equal or enhanced visibility without imposing a financial or operational hardship to the owner.
- The lower portion of the T-Mobile Arena marquee sign may be partially obstructed as a result of the increased height of the proposed southbound I-15 to eastbound Tropicana flyover. It is reasonable to request that visual obstruction of this sign be further evaluated and that any needed adjustments to the sign not impose a financial or operational hardship to the owner.

#### RIGHT-OF-WAY NEEDS & UTILITY RELOCATIONS

- Preliminary project exhibits are subject to revision and denote permanent right-of-way needs and temporary construction easements to accommodate the proposed improvements. The location and extent of permanent right-of-way and temporary construction easements needed from MGP Lessor, LLC and Arena Land Holdings, LLC for the proposed improvements are therefore also preliminary and subject to revision. It is reasonable that any such future negotiations relative to permanent right-of-way and temporary construction easements will minimize the need for and intrusion upon owners'

property, the permanent loss and/or temporary loss of use of which would be a financial and/or operational hardship.

- It is our understanding that certain utility infrastructure may need to be relocated as a result of the proposed improvements. Any future relocation of such utility infrastructure that impacts our property would be subject to negotiation with MGP Lessor, LLC and/or Arena Land Holdings, LLC and may present a financial and/or operational hardship to the same.

## PROJECT MANAGEMENT & PROCESS

- Understanding the direct impacts to NY-NY, Excalibur, and T-Mobile Arena resulting from the proposed improvements, it is reasonable that owners have the ability to inform, review, and fully understand the technical requirements, limitations of operations, phasing plan, and contractor performance specifications before such aspects of the project are approved by the appropriate public agencies and subsequently incorporated with any Design/Build contract that is released for bid. It is critical that owners understand and have an opportunity to provide improvements or enhancements to these aspects of the project before they are final. This includes understanding the proposed phasing of the project, dates/times during which certain traffic control may be in place, including any expected traffic lane or pedestrian realm reductions and/or closures, to understand how operational impacts can be further minimized or mitigated prior to construction. Potential business impacts to these properties should be rigorously vetted before a Design/Build contract is released for bid and steps should be taken in advance to minimize the potential for negative outcomes.
- It is important that key representatives of NY-NY, Excalibur, and T-Mobile Arena, in addition to MGMRI corporate personnel, be included in regular meetings, updates, and correspondence during project pre-construction and construction activities. It is reasonable that such parties be included via a partnering process throughout pre-construction and construction phases of the project, and that a robust, proactive communications plan for all phases of the project be developed and reviewed by owners well in advance of the start of construction. To minimize and mitigate impacts to business operations, key property and corporate personnel will need to be closely engaged with project management personnel throughout the planning and construction delivery processes and should receive as much advance notification as possible when activities are proposed that would be disruptive of or likely to adversely impact property operations.