



I-15 TROPICANA DESIGN-BUILD PROJECT

PROJECT BACKGROUND

- The Interstate 15 (I-15) and Tropicana Avenue interchange serves as one of the main gateways to the resort corridor and provides an essential connection for some of the Las Vegas Valley's largest employment centers.
- Projected increases in vehicular traffic are expected to worsen traffic congestion in coming years and has prompted the need for substantial improvements to the interchange.
- The Nevada Department of Transportation (NDOT) completed a feasibility study of this interchange in December 2015. This feasibility study identified recommendations for future interchange reconstruction.
- To comply with the National Environmental Policy Act (NEPA), the feasibility study recommendations were compiled and moved forward as a preferred alternative for evaluation. The NEPA process helps agencies make decisions that consider environmental consequences and avoid, minimize, or mitigate environmental impacts.
- The Southern Nevada High Occupancy Vehicle (HOV) Study Update was recently reevaluated, and recommended HOV access ramps connecting to and from I-15 south of the Harmon Avenue overpass. These recommendations are included in the Preferred Alternative.

ENVIRONMENTAL ASSESSMENT (EA) ALTERNATIVE

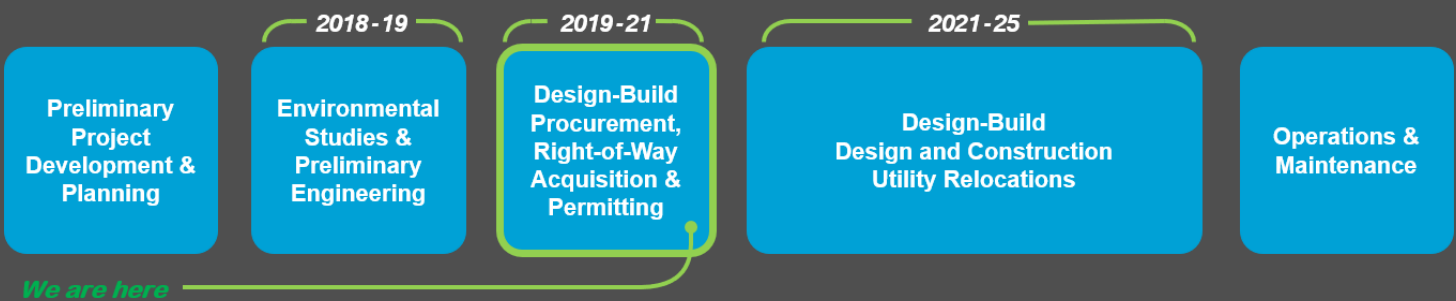
- The EA Alternative includes replacing the existing Tropicana Avenue bridge over I-15 with a wider and longer structure that will allow for the future widening of I-15. This will provide room under the bridge for expanding I-15 in the future and the new, wider bridge will allow for additional travel lanes.
- With the EA Alternative, the existing flyover will be replaced to allow for the lengthening and widening of the Tropicana Avenue bridge over I-15; the existing connectivity will be maintained.
- Other improvements include the addition of HOV ramps to and from the south at Harmon Avenue, allowing HOVs direct access to the Las Vegas Strip.
- Also included is modification of the signalized intersection of Dean Martin Drive and Tropicana Avenue. The new intersection configuration will be limited to right-in, right-out access. Access to and from the northwest and southwest quadrants of the intersection will be maintained with frontage roads connecting Tropicana and the newly realigned Dean Martin.



DESIGN-BUILD GOALS

- Balance the needs for:
 - i) efficient traffic operations while maintaining access
 - ii) availability of existing property access and pedestrian connectivity
 - iii) accommodations for special events
- Communicate with area and community stakeholders throughout the duration of the project
- Protect utilities and service
- Avoid, minimize, or mitigate visual impacts to private properties, businesses, and other environmental impacts

PROJECT TIMELINE



NEXT STEPS

- Continue to meet with and update affected stakeholders
- Finalize design-build procurement documents
- Select design-builder
- Design and construct project
- Operate and maintain the new interchange and HOV access

CONTACT INFORMATION

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All information is preliminary and subject to revision

