

**FEDERAL HIGHWAY ADMINISTRATION
NEVADA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL IMPACT STATEMENT REEVALUATION**

Project Name: Project NEON

Project Location: Las Vegas, Clark County (I-15 from Sahara to Spaghetti Bowl)

Project Identification Numbers:

Nevada Department of Transportation (NDOT) Project ID Number: 73457E1P

FHWA Project ID Number: FHWA-NV-EIS-09-01-F

Document Type and Approval Date:

Final Environmental Impact Statement and Section 4(f) Evaluation: May 28, 2010

Record of Decision (ROD): October 21, 2010

Reevaluation: This is the first reevaluation for Project NEON.

Date of Last FHWA Major Approval Action: PE and ROW authorizations for 015-1(147) on October 22, 2010 and January 20, 2011.

Introduction

The preferred alternative described in the 2010 Project NEON Final Environmental Impact Statement (EIS) and Record of Decision was designed to improve safety and travel efficiency in the I-15 corridor from the Sahara Avenue interchange to the Spaghetti Bowl. As proposed in the Final EIS, I-15 will be reconstructed to provide four to five through lanes in each direction, auxiliary lanes, two high occupancy vehicle (HOV) lanes in each direction, and a direct connector from the I-15 Express Lanes, which terminate near Sahara Avenue, to the US 95 HOV lanes. The 2010 preferred alternative includes the following local arterial improvements that will help address transportation deficiencies on I-15:

- Constructing the Martin Luther King Boulevard/Industrial Road Connector (MLK/Industrial Connector), which includes grade separating Oakey Boulevard and Wyoming Avenue over the Union Pacific Railroad (UPRR) and Industrial Road
- Reconstructing the Charleston Boulevard interchange, including a new grade-separated roadway carrying Western Avenue over Grand Central Parkway

The major components of the 2010 preferred alternative are shown in Exhibit 1.

Purpose of This Reevaluation

In September 2011, NDOT conducted a value analysis study of Project NEON Phases 1, 2 and 3. The study identified and evaluated numerous concepts for reducing costs, improving constructability, and enhancing the functionality of Project NEON. Of three proposals evaluated, only one has the potential to reopen the National Environmental Policy Act (NEPA) process. That concept, the subject of this reevaluation, is to replace the MLK/Industrial Connector with an extension of a realigned MLK Boulevard to Oakey Boulevard and develop a Grand Central Parkway/Industrial Road Connector. The concept is referred to herein as the MLK/Industrial Connector equivalent. The Oakey/Wyoming grade separation is the common element of the two concepts. It should be noted that the extent of the differences between the 2010 preferred alternative and the proposed improvements described in this document are limited to two elements of Project NEON's local road network improvements. No changes are proposed to Project NEON's interstate improvements which constitute the majority of the improvements described in the 2010 Final EIS. Exhibit 1 shows the major components of Project NEON with the changes evaluated in this Reevaluation. It shows the limited differences between the 2010 Preferred Alternative and the 2012 Selected Alternative with the MLK/Industrial Connector equivalent.

Exhibits 2 and 3 show just the MLK/Industrial Connector and Oakey/Wyoming grade separation (highlighted in red) as proposed in the Final EIS. The MLK/Industrial Connector equivalent is shown in a series of exhibits. Exhibit 4 shows realigned MLK Boulevard with the grade separation at Charleston Boulevard; Exhibit 5 shows the proposed Grand Central Parkway/Industrial Road Connector; Exhibit 6 shows existing and proposed (F Street) local road connections to the Grand Central Parkway/Industrial Road Connector north of Alta Drive; and Exhibit 7 shows the proposed MLK/Industrial Connector equivalent with the I-15 improvements from the 2010 Final EIS.

The MLK/Industrial Connector was part of the US 95 Record of Decision (2000), but the concept differed notably from the one proposed in the NEON Final EIS. In the US 95 Record of Decision, the connector included widening Industrial Road to six lanes from Sahara Avenue to Wyoming Avenue, which would have remained at grade and did not include a railroad grade separation at Wyoming Avenue. The MLK/Industrial Connector was not constructed with the other US 95 improvements, because it became apparent in the early stages of Project NEON that the design would be substantially altered by Project NEON's proposed interstate and local arterial improvements. FHWA determined that including the revised MLK/Industrial Connector as part of Project NEON satisfied (and improved upon) the requirements of the US 95

Record of Decision. As a result, this reevaluation pertains exclusively to the Project NEON Final EIS rather than the US 95 Final EIS.

During the September 2011 value analysis study, NDOT developed a proposal to replace the MLK/Industrial Connector because of the financial constraints it imposed on the current 20-year program. The MLK/Industrial Connector equivalent evaluated in this document could be implemented with current Transportation Improvement Program funding levels. The remainder of this document evaluates the differences between the impacts of the MLK/Industrial Connector equivalent and the MLK/Industrial Connector, and determines whether the new concept has significant impacts not discussed in the Final EIS that would require a supplemental Final EIS.

Background

Project NEON is expected to be constructed in the six phases described below. The construction activities in each phase, which have been color coded to show roadway, bridge, soundwall and retaining wall locations, are shown in Exhibits 8 through 13.

- Phase 1 construction would include (1) HOV lanes from US 95 east of the Rancho Drive interchange and extending to I-15 with a tie-in to/from mainline I-15 north of Alta Drive, (2) HOV connection to a new local street between Oakey Boulevard and Charleston Boulevard, (3) a new connection of Grand Central Parkway and Western Avenue featuring a Grand Central Parkway overpass over Charleston Boulevard and providing a connection by new ramps from Grand Central Parkway to Charleston Boulevard, (4) reconstruction of the Charleston Interchange to a tight diamond with slip ramps to/from Alta-Bonneville, and (5) improving Alta Drive from I-15 to Rancho Drive.
- Originally, Phase 2 would have included the reconstruction of local arterials including Alta Drive and the Martin Luther King Boulevard/Industrial Road Connection. Under the current plan, Phase 2 would include an extension of Martin Luther King Boulevard from Alta Drive to Oakey Boulevard featuring a grade separation over Charleston Boulevard.
- Phase 3 would consist of reconstructing I-15 north of Oakey Boulevard and reconstructing the Charleston Boulevard interchange into a tight-diamond configuration.
- Phase 4 would consist of the southbound direct connector.
- Phase 5 would consist of I-15 south of Oakey and the northbound direct connector.
- Phase 6 would include the Oakey Boulevard/Wyoming Avenue UPRR grade separation (Oakey/Wyoming grade separation)

The Final EIS noted that Phase 1 construction could begin in 2012 and conclude in 2016. It is now thought that Phase 1 could begin in 2014. Each of the five remaining phases would begin about 3 years after the start of the preceding phase and be completed 3 to 5 years after the completion of the preceding phase. Because of the length of time before the Oakey/Wyoming grade separation will be constructed, NDOT, the City of Las Vegas and the UPRR plan to make the short- and medium-term safety improvements at the crossing listed below. There is no established timeframe in which to construct the improvements below. It should be noted that the future improvements at the railroad crossing described below will be completed as a separate project(s) with a separate NEPA approval(s).

In the short term, NDOT Railroad Safety and the City of Las Vegas will consider the following items:

- Updating railroad crossing and stop bars pavement markings
- Updating current signs, additional signs, review sign placements
- Trim tree that is blocking the signs at this crossing
- Adjust the green timing on the adjacent street traffic lights

NDOT Railroad Safety, the City of Las Vegas, and the UPRR will also consider the following items:

- Curb and gutter improvements
- Bike lane, shoulder improvements and markings
- CCTV camera
- Advance pre-emption and interconnect at both parallel street traffic control systems (extend green time on traffic signals)

In the medium term, NDOT Railroad Safety, the City of Las Vegas, and the UPRR will review the following action items:

- Installing a 2-quad gate system with a median, or a 4-quad gate system and associated circuitry
- ADA compliant sidewalks on both sides of the street and extend crossing to match sidewalk (review replacing all panels)

The improvements on Alta Drive from I-15 to Rancho Drive mentioned in the Phase 1 description above are mentioned in this document because they represent a minor change in the information presented in the NEON Final EIS and Record of Decision. In the Final EIS, NDOT proposed to improve Alta Drive to Shadow Lane and construct the improvements in Phase 2. NDOT may construct the Alta Drive improvements in Phase 1 and extend the west limit of the improvements to Rancho Drive (Exhibit 1). NDOT may construct the Alta Drive improvements to Rancho Drive in Phase 1 to improve safe

and efficient access to key roadways in the local road network that will be used as alternate routes during I-15 construction. Rancho Drive is an important multi-lane, north-south roadway west of I-15. Because the improvements to Alta Drive between Shadow Lane and Rancho Drive were evaluated and approved in the US 95 Final EIS, the impacts of constructing that segment are not repeated in this document. As noted, NDOT is mentioning the change of plans along Alta Drive in this document strictly to announce the change in construction timing.

Where necessary, data presented in the Final EIS has been updated in this reevaluation to respond to the questions below. Table 1 lists notable changes in the study corridor since the 2010 Final EIS, in part, to reinforce the message in the Final EIS that changes to the transportation network are driven by land use changes rather than the opposite. Exhibits 14-A, B, and C shows the transportation and notable land use changes since the 2010 Final EIS.

TABLE 1
Changes in Project NEON Study Area Since 2010 Final EIS

US 95	HOV Lane Extension to Ann Road Summerlin HOV flyover
I-15	Express Lane Extension to Blue Diamond Crumb Rubber Overlay (Russell Road though Charleston Boulevard)
Local Transportation Projects	F Street connection to Grand Central Parkway (2014 completion) Main/Commerce Couplet Resort Corridor Study (proposes extending MLK to Dean Martin along the west side of the freeway) Sahara Bus Rapid Transit
Developments	Smith Center for the Performing Arts and connecting pedestrian bridge Metro Complex New City Hall Bonneville Transit Center Zappos move into Old City Hall Metro Police Department Headquarters Lady Luck Renovation/Reopening next year (gaming board approval February 23, 2012)

Reevaluation Questions

I. Proposed Action	Yes	No
1. Have changes occurred in the project scope or limits since the approval of the original environmental document or subsequent environmental reevaluation?		X
2. Has there been a change in the project design parameters since the original environmental document or subsequent environmental document was approved?	X	
The following design refinements are now proposed:		
Replace the MLK/Industrial Connector with the following improvements: <ul style="list-style-type: none"> ➤ West of I-15, extend a realigned MLK Boulevard from Alta Drive to Oakey Boulevard with a grade-separated crossing of Charleston Boulevard. ➤ East of I-15, construct a surface street connection from Grand Central Parkway to Industrial Road that would have grade separations over the UPRR tracks and Charleston Boulevard and tie into the existing alignment of Industrial Road. ➤ The Oakey/Wyoming grade-separated crossing of the UPRR railroad would be part of the new concept. 		
II. Purpose and Need of Project	Yes	No
Has there been a change in the project purpose and need from what was described in the original environmental document or subsequent environmental documents?		X

III. Environmental Consequence	Yes	No
Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (new legislation, transportation infrastructure, or protected resources)?		X

A. Right-of-Way Impacts	Yes	No
Will the proposed changes to the project require additional fee right-of-way or temporary or permanent easements?	X	

The MLK/Industrial Connector equivalent would acquire new right-of-way (four additional residences), but overall the new concept would acquire fewer acres of new right-of-way than the 2010 preferred alternative. Three residential parcels on Charmast Lane and one on Silver Drive not affected by the MLK/Industrial Connector would be converted to a transportation use with the MLK/Industrial Connector equivalent. The MLK/Industrial Connector equivalent would also require strip acquisitions from nine residential properties between Oakey Boulevard and Ellis Avenue. The overall effect on land use with the MLK/Industrial Connector equivalent would be similar to that of the 2010 preferred alternative. Overall the proposed change would result in 40 fewer residential relocations than the action proposed in the Final EIS.

B. Social Impacts and Environmental Justice	Yes	No
1. Will the proposed changes affect neighborhoods or community cohesion?	X	
2. Will the proposed changes to the project affect travel patterns or accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?	X	
3. Will the proposed changes to the project impact school districts, recreation areas, churches, businesses, police and fire protection, etc.? If yes, include the direct and the indirect impacts that may result from the displacement of households and businesses.	X	
4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?		X
5. Will the proposed changes have a disproportionately high and adverse effect on minorities or low-income populations?		X

1. Will the proposed changes affect neighborhoods or community cohesion?

The proposed change would result in 40 fewer residential relocations than the action proposed in the Final EIS. In the Final EIS, the preferred alternative would have displaced 8 of 15 residences on Charmast Lane in the Saratoga Meadows neighborhood. The MLK/Industrial Connector equivalent would displace three more houses on Charmast Lane and one house on Silver Avenue, one block north of Oakey Boulevard. Houses remaining on the west side of Charmast Lane would be as close as 70 feet from the reconstructed MLK Boulevard. Today, houses on the west side of Charmast Lane are more than 300 feet from MLK Boulevard and have a row of houses between them and the boulevard. Even with three additional displacements on Charmast Lane, no neighborhoods would be severed, and no barriers between neighborhoods would be introduced. The house on Silver Avenue that would be displaced is at the far east end of the street, closest to MLK Boulevard. Its displacement would not affect community cohesion, because it is a single residence and it is located at the far east end of the neighborhood.

Two 22-unit apartment buildings in the southeast quadrant of the Desert Lane/Alta Drive intersection that would be displaced by the 2010 preferred alternative would not be displaced by the MLK/Industrial Connector equivalent. The two apartment buildings would be the only ones remaining between MLK Boulevard and Desert Lane.

Given the reduction in the number of residential displacements west of I-15, the neighborhood and community cohesion impacts of the MLK/Industrial Connector equivalent would be similar to those of the 2010 preferred alternative between Alta Drive and Oakey Boulevard. There are several hundred apartment units in the area. Based on outreach during the EIS phase, there is little community cohesion in the neighborhood, in part because of the transient nature of the renters. According to City of Las Vegas planners, the residences along Desert Lane are not an integral part of the Las Vegas Medical District. The planners indicate that the land use plan for that area calls for the conversion of most of the district's residential pockets to medical/commercial use (see Final EIS Section 3.2.2.1). Although the community cohesion impacts of the MLK/Industrial Connector and the MLK/Industrial Connector equivalent are similar, the function of Desert Lane would differ notably under the two concepts. With the MLK Industrial Connector, Desert Lane north of Charleston Boulevard would tie into Hastings Avenue and end at Charleston Boulevard. South of Charleston Boulevard, Desert Lane would extend from the Oakey Boulevard intersection to a cul-de-sac at Charleston Boulevard. With the MLK/Industrial Connector equivalent, Martin Luther King Boulevard is realigned far enough west to effectively obliterate Desert Lane north and south of Charleston Boulevard. See Exhibit 1 "2012 Selected Alternative."

2. Will the proposed changes to the project affect travel patterns or accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?

The most notable difference between the MLK/Industrial Connector and the MLK/Industrial Connector equivalent is the level of accessibility provided by each east and west of I-15 (between the northwest and southeast quadrants of the Spaghetti Bowl). The MLK/Industrial Connector would have provided a direct east-west arterial connecting MLK Boulevard and Industrial Road but no access between those roadways. Beyond that single important connection, the MLK/Industrial Connector would have connected to only three other local roads: Alta Drive, Bearden Drive, and the connector road to Oakey Boulevard/Wyoming Avenue (Exhibit 2). Beyond the limited accessibility provided by the MLK/Industrial Connector, it would have interrupted the continuity of two important north-south connectors west of I-15, MLK Boulevard, and Desert Lane. In contrast, the MLK/Industrial Connector equivalent would have the following local road connections west of I-15, Alta Drive, Pinto Lane, Bearden Drive, Hastings Avenue, Ellis Avenue, and Oakey Boulevard (Exhibit 4). East of I-15, it would connect to Oakey Boulevard/Wyoming Avenue, Western Avenue, Charleston South Loop, Charleston North Loop, and Grand Central Parkway (Exhibit 5). North of Alta Drive, Symphony Park Avenue would intersect Grand Central Parkway, which would provide a direct connection to Industrial Road and the concentration of employers on and adjacent to that road. F Street also would intersect Grand Central Parkway when the construction under I-15 is completed in 2014 (Exhibit 6). See Question 5 for more information about the importance of the F Street-Grand Central Parkway connection to residents living in the neighborhoods surrounding F Street.

In addition to the greater accessibility provided by the MLK/Industrial Connector equivalent's local road connections, the new concept would improve the efficiency of the local road network east and west of I-15. The efficiency of MLK Boulevard would be enhanced by the proposed grade separation over Charleston Boulevard, making it a more attractive route for local trips from Oakey Boulevard to north of US 95. East of I-15, the efficiency of the local road network would be improved with the grade separations along Oakey Boulevard/Wyoming Avenue at the UPRR, the Grand Central Parkway/Industrial Road Connector at the UPRR and Charleston Boulevard, and the connection between Western Avenue and the Grand Central Parkway/Industrial Road Connector. In addition, by connecting Grand Central Parkway to Western Avenue and Industrial Road, the MLK/Industrial Connector equivalent would create two parallel roads east of I-15 that would increase the efficiency of the local road network, as compared to the Grand Central Parkway-Western Avenue connection provided by the MLK/Industrial Connector.

In general, the enhanced local street network created by the MLK/Industrial Connector equivalent also would benefit bicyclists and pedestrians by providing more options to access employment, entertainment, and residential destinations in the study area. Grade separations over Charleston Boulevard and the UPRR in two locations would provide efficiency benefits similar to those experienced by vehicular traffic. An advantage of the MLK/Industrial Connector equivalent, with its at-grade improvement focus, is that it would eliminate the need for pedestrians and bicyclists to climb the 60 to 70 feet that the MLK/Industrial Connector would be elevated above the local street network while crossing I-15. More information about the MLK/Industrial Connector equivalent's impact on pedestrians and bicyclists is found in the response to Question 5 below.

3. Will the proposed changes to the project impact school districts, recreation areas, churches, businesses, police and fire protection, etc.?

The MLK/Industrial Connector equivalent would not have a different impact on school districts or recreation areas than the MLK/Industrial Connector. The eight businesses along Oakey/Wyoming and one business near the current terminus of Industrial Road that would be relocated by the 2010 preferred alternative would also be relocated under the MLK/Industrial Connector equivalent. Although the MLK/Industrial Connector equivalent would acquire strips of new right-of-way from the fire station on MLK Boulevard, its two grade separations over the UPRR east of I-15 and more efficient local road network would improve police and fire emergency response times as compared to the MLK/Industrial Connector.

The MLK/Industrial Connector equivalent would affect the First Presbyterian Church, on the west side of Desert Lane between Charleston Boulevard and Ellis Avenue. The proposed bridge carrying MLK Boulevard over Charleston Boulevard would acquire one row (about 20 spaces, including 5 handicapped parking spaces) of off-street church parking adjacent to Desert Lane. NDOT would compensate the church for lost parking spaces as required by the Uniform Relocation Act. Desert Lane adjacent to the church also would be vacated, resulting in the loss of about 25 to 30 on-street parking spaces often used by church members. The MLK/Industrial Connector would not acquire off-street parking spaces from the church or on-street parking on Desert Lane. The visual impacts of the MLK/Industrial Connector equivalent on the First Presbyterian Church are discussed in Section F.

4. Will the proposed project or changes to the project scope affect the elderly, handicapped, non-motorized users, transit-dependent, minority and ethnic groups, or the economically disadvantaged?

The MLK/Industrial Connector equivalent would not affect elderly, handicapped, or non-motorized users. It could positively affect the transit-dependent if the RTC extends the Las Vegas Strip and Downtown Express service on the Grand Central Parkway/Industrial Connector. It might also positively affect minority and ethnic groups and the

economically disadvantaged by avoiding two 22-unit apartment buildings in the southeast quadrant of the Desert/Alta Lane intersection that would be displaced by the preferred alternative. The MLK/Industrial Connector equivalent would decrease the residential relocations in the minority and low-income Desert Lane neighborhood from 308 to 264. The extension of MLK Boulevard to Oakey Boulevard west of I-15, the Oakey/Wyoming grade separation of the UPRR, and the Grand Central Parkway/Industrial Road Connector east of I-15 would enhance arterial connections between the minority and low-income areas west of I-15 and jobs on Industrial Road and Las Vegas Boulevard. The improved connections across I-15 provided by the local arterials would not be as direct as the MLK/Industrial Connector described in the Final EIS, but the connections will provide two efficient options for reaching Industrial Road and other job centers east of I-15, whereas the MLK/Industrial Connector would offer one connection.

5. Will the proposed changes have a disproportionately high and adverse effect on minorities or low-income populations?

The Final EIS used 2000 Census data to evaluate the minority population in the study area and the percentage of study area residents living below the poverty level. According to 2000 Census data, 49 percent of the population in the study area was part of a minority group, and 26 percent had incomes below the poverty line. The 2010 Census data were examined for the reevaluation. According to the 2010 Census, 58 percent of the study area residents belong to a minority group. At the time of this reevaluation, the 2010 Census did not have income data available at the block group level. For that reason, the reevaluation assumes that the population in the census blocks immediately adjacent to the west side of I-15 has similar income characteristics to those reported in the Final EIS.

The Final EIS identified two adverse environmental justice impacts caused by the 2010 preferred alternative: displacement of persons, and destruction or disruption of community cohesion. Based on 2000 Census data 220 of the preferred alternative's 308 residential relocations in the Desert Lane area were estimated to be minority-occupied units. The 2010 Census data indicate that the project's environmental justice population of concern has increased since 2000. As noted, the MLK/Industrial Connector equivalent would displace 44 fewer units in the project's environmental justice area of concern. Despite those changes, the MLK/Industrial Connector equivalent and the MLK/Industrial Connector would have similar impacts on the project's environmental justice population (Table 2). The MLK/Industrial Connector equivalent does not change the conclusion in the Final EIS that Project NEON would not have air quality or noise impacts that would adversely affect the environmental justice population. See Questions P (Air Quality) and R (Traffic Noise) for more information.

TABLE 2
Environmental Justice and Non-Environmental Justice Displacement Comparison

Census Year	MLK/Industrial Connector (Final EIS)			MLK/Industrial Connector Equivalent (2012 Reevaluation)		
	Residential Units Displaced	Minority Occupied Units Displaced	Non-Minority Occupied Units Displaced	Residential Units Displaced	Minority Occupied Units Displaced	Non-Minority Occupied Units Displaced
2000	308	220	88	264	186	78
2010	308	234	74	264	201	63

Note: The number of minority units displaced was calculated by multiplying the minority population percentage by the total number of displaced residential units in each block.

Source: U.S. Bureau of the Census 2000 and 2010.

The Final EIS concluded that, although Project NEON will adversely affect low-income and minority residents, it will not have a disproportionately high and adverse impact after considering the project's offsetting benefits. The four offsetting benefits described in the Final EIS involving real estate benefits that apply exclusively to the environmental justice population would be implemented with the MLK/Industrial Connector equivalent. Three of the seven offsetting benefits that apply to the environmental justice population and others would not be affected by the replacement of the MLK/Industrial Connector: reduced congestion/improving safety, regional air quality benefits, and traffic noise barriers. The other four offsetting benefits are discussed below.

Martin Luther King Boulevard/Industrial Road Connector. The purpose of the MLK/Industrial Connector was to provide an efficient connection across I-15 so that local trips, particularly those bound for employment centers east of I-15, would not need to use I-15 for the 1.2 miles between Charleston Boulevard and Sahara Avenue. The MLK/Industrial Connector would have an offsetting benefit in the context of environmental justice, because it would allow the minority and low-income population west of I-15 and north of US 95 safer and more direct access to jobs located along Industrial Road and Las Vegas Boulevard. The MLK/Industrial Connector could also provide improved mass transit access to the employment centers. With regard to whether the MLK/Industrial Connector equivalent provides a similar level of benefits to qualify as an offsetting environmental justice benefit, the pertinent issue is not whether it provides as direct a link to Industrial Road and nearby employment opportunities as the MLK/Industrial Connector (it does not), but whether its arterial connections across I-15 would be as efficient for local trips as using I-15. The proposed MLK extension provides a frontage road, grade-separated over Charleston Boulevard, between Alta Drive

and Oakey Boulevard. From the Oakey/MLK Boulevard intersection it is 0.4 mile to Industrial Drive. Using Alta Drive /Bonneville Avenue, local trips could access the proposed Grand Central Parkway/Industrial Drive Connector that is grade-separated over Charleston Boulevard and the UPRR. In other words, the MLK/Industrial Connector equivalent's improved local street connections east and west of I-15 would provide the functional equivalent of the MLK/Industrial Connector for access across I-15.

As noted in Question B.2, an advantage of the MLK/Industrial Connector equivalent not shared by the 2010 preferred alternative is that the enhanced local road connections east and west of I-15 would provide travel efficiency benefits to all users for work-related and other trips. The local road connectivity enhancements provided by the MLK/Industrial Connector equivalent affords more local arterial access to a wider variety of employment opportunities and other destinations in the study area, making it an offsetting benefit for the environmental justice population and others on par with the MLK/Industrial Connector.

At the Southern Nevada Enterprise Community meeting held January 23, 2012, NDOT and consultant staff debriefed board members on the proposed changes associated with the MLK/Industrial Connector equivalent. State Senator Horsford stated that his constituents living north of I-15 view Grand Central Parkway as an extension of F Street. During the meeting, he recognized that with the completion of the F Street project (2014) and the Grand Central Parkway/Industrial Connector, his constituents would have a direct connection between the residential areas north of I-15 and employment centers along Industrial Road and Las Vegas Boulevard. The neighborhoods in the area roughly bounded by I-15, MLK Boulevard, and Owens Avenue consist of more than 90 percent minority population (U.S. Census 2010). Although there would have been a direct connection between F Street and Grand Central Parkway with the MLK/Industrial Connector, the connection would be between Grand Central Parkway and Western Avenue, whereas the MLK/Industrial Connector equivalent would connect F Street to Western Avenue and Industrial Road.

Oakey Boulevard/Wyoming Avenue Grade separation. As with the MLK/Industrial Connector, this bridge over the UPRR, in conjunction with the proposed improvements on MLK Boulevard, would give those living in the minority and low-income communities west of I-15 safer and faster access to jobs along Industrial Road and on Las Vegas Boulevard. The MLK/Industrial Connector equivalent would maintain the Oakey/Wyoming grade separation and the offsetting benefits described in the Project NEON Final EIS.

Bus connectivity. The notable advantage of the MLK/Industrial Connector equivalent is that it would allow the extension of the Las Vegas Strip & Downtown Express (formerly ACE Gold Line) along the Grand Central Parkway/Industrial Connector. The proposed Grand Central Parkway/Industrial Connector will be wide enough to accommodate the extension of the Las Vegas Strip & Downtown Express and bus pullouts into the Industrial Road corridor and the Resort employment centers. The Las Vegas Strip and Downtown Express serves Downtown Las Vegas, the Las Vegas Convention Center, the Las Vegas Strip, and the South Strip Transfer Terminal.

Pedestrians and bicyclists. Bike accommodations would still be provided on Oakey Boulevard/Wyoming Avenue, Charleston Boulevard, and Alta Drive. Local roadways reconstructed within the study limits, such as MLK Boulevard and Industrial Road, would have 5-foot-wide sidewalks under the proposed changes. With two proposed grade separations over the UPRR, the MLK/Industrial Connector equivalent would provide bicyclists and pedestrians greater flexibility than the MLK/Industrial Connector. In addition, the Grand Central Parkway/Industrial Connector would incorporate the City's Centennial Plan features, which include 10-foot-wide sidewalks on both sides of the street. Another advantage of the MLK/Industrial Connector equivalent, with its at-grade improvement focus, is that it eliminates the need for pedestrians and bicyclists to climb the 60 to 70 feet that the MLK/Industrial Connector would be elevated above the local street network while crossing I-15.

C. Economic Impacts	Yes	No
1. Will the proposed changes affect the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?		X
2. Will the proposed changes have an impact on established businesses or business districts?	X	

The MLK/Industrial Connector equivalent and MLK/Industrial Connector would have similar real estate impacts on businesses. Although the economic impacts of the increased efficiency of the MLK/Industrial Connector equivalent have not been calculated, the greater level of access it provides to the Las Vegas Medical District west of I-15 and to businesses in general creates a positive impact that would not be possible with the MLK/Industrial Connector which provides less access east and west of I-15. Public expenditures would decrease because the MLK/Industrial Connector equivalent would cost \$170 million less to construct than the MLK/Industrial Connector.

The proposed changes are not expected to affect non-construction employment opportunities. Construction employment will not be as high under the proposed changes. Capital costs for construction of the preferred alternative with the MLK/Industrial Connector equivalent would be \$550 million, excluding right-of-way costs. Construction expenditures would generate 2,915 [$\$550,000,000 / 1,000,000 \times 5.3$] onsite person-years of employment (PYE), compared to 3,500 with the 2010 preferred alternative.

D. Agricultural Impacts	Yes	No
1. Will the proposed changes affect lands zoned for agriculture or forestry?		X
2. Will new or additional Federal Farmland Protection Policy Act coordination be required?		X

E. Land Use	Yes	No
1. Have there been changes in the local land use or transportation plans since the original document was approved?		X
2. If yes, is the project consistent with the changes to the local transportation land use plan?		
3. Will the proposed changes to the project affect existing or proposed land uses?		X

- The Land Use Element of the City's 2020 Master Plan remains unchanged since the Final EIS was written.
- As noted in "A. Right of Way Impacts," three residential parcels on Charmast Lane and one on Silver Drive not affected by the MLK/Industrial Connector would be converted to a transportation use with the MLK/Industrial Connector equivalent. The MLK/Industrial Connector equivalent would also require strip acquisitions from nine residential properties between Oakey Boulevard and Ellis Avenue. However, the overall effect on land use with the MLK/Industrial Connector equivalent would be similar to that with the MLK/Industrial Connector.

F. Visual Impacts	Yes	No
1. Will changes in the project affect visual resources?	X	

Overall, the MLK/Industrial Connector equivalent would have a less adverse impact on visual resources, because it would eliminate the MLK/Industrial Connector that would be grade-separated over I-15. The focus of the MLK/Industrial Connector equivalent would be to construct at-grade improvements. The most notable visual change caused by the MLK/Industrial Connector equivalent would occur along the realigned MLK Boulevard south of Charleston Boulevard. The bridge carrying MLK Boulevard over Charleston Boulevard would be built on what is now Desert Lane.

The grade separation over Charleston Boulevard would be 18 to 19 feet high at the south side of Charleston Boulevard and transition to ground level at Ellis Avenue. The church buildings would be immediately adjacent to MLK Boulevard just south of Charleston Boulevard and about 100 feet away near Ellis Avenue. In addition, the realigned MLK Boulevard would be located partly on the church's parking lot. The grade change and proximity of MLK Boulevard to the church would make the proposed improvements a more imposing presence for church patrons than the MLK Connector, which left Desert Lane adjacent to the church intact. The residences on the west side of Charmast Lane would experience a greater visual impact with the MLK/Industrial Connector equivalent than with the MLK/Industrial Connector. As noted in Section B (1), remaining residences on the west side of Charmast Lane would be as close as 70 feet from the reconstructed MLK Boulevard. Today, those residences are more than 300 feet from MLK Boulevard and have a row of houses between them and MLK Boulevard.

The noise barriers NDOT committed to in the Final EIS and Record of Decision would be features of the MLK/Industrial Connector equivalent. The proposed noise barriers would be a visual change in the corridor, but they would not create a visual impact. Proposed noise barriers G3 and G5 would protect the remaining residences on Charmast Lane. The proposed barriers would end near Ellis Avenue.

G. Indirect and Cumulative Impacts	Yes	No
1. Will the proposed changes induce adverse indirect or cumulative effects?		X

Indirect impacts would not change except for indirect residential impacts. The Final EIS documented that no "islands" of residences would be created (except for three single-family residences on Desert Lane that would remain after multi-family residences across the street are displaced). Under the proposed changes, two 22-unit apartment buildings on the southeast corner of Desert Lane and Alta Drive would not be relocated. It would be the only housing not relocated in the area between Desert Lane and MLK Boulevard. Rather than being among many other apartment buildings, the two apartment buildings would have I-15 and Martin Luther King Boulevard on the east, commercial buildings to the west, and the new Las Vegas Metro Police headquarters to the north. The nearest apartments will be 0.1 mile to the west. The land use plan for that area calls for conversion of most of the district's residential pockets to medical/commercial use (see Final EIS Section 3.2.2.1).

Cumulative effects were assessed for socioeconomic characteristics (specifically community cohesion) and land use/land use planning. The proposed changes would not change the cumulative impacts on community cohesion documented in the Final EIS; reducing residential relocations would, if anything, reduce the cumulative effect. The proposed changes would not modify the land use/land use planning cumulative impacts documented in the Final EIS.

H. Historic Architectural Resources	Yes	No
1. Are there changes in the project that would affect Historic Resources?	X	
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		X
3. Will a new survey of the area be required?		X

1. The MLK/Industrial Connector equivalent is within the original area of potential effect (APE) described in the Draft and Final EISs. The MLK/Industrial Connector equivalent would not affect historic resources beyond those that would be affected by the MLK/Industrial Connector.
2. The Architectural Inventory Study analyzed all properties built greater than 40 years ago. The study began in 2005. To be eligible to be placed on the National Register of Historic Places, a building must be at least 50 years old or have significant historic value. This 10-year difference was incorporated into the study so that the findings would be valid through the duration of the EIS.
3. A new survey of the area is not required because the MLK/Industrial Connector equivalent is within the Final EIS APE.

I. Archaeological Resources	Yes	No
1. Are there changes in the project that would affect Archaeological Resources?		X
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area, or have any new sites been identified?		X
3. Will a new survey of the area be required?		X

1. The proposed changes are within the original area of potential effect. No new archaeological resources were identified in that study area. Archaeological properties previously identified in the APE have been mitigated during earlier transportation projects or real estate development activities.
2. The APE has been heavily developed for 30 years. No new resources were found during the archaeological study. That study found that all areas within the APE exhibited moderate to very severe disturbances, precluding the presence of undisturbed archeological deposits.
3. A new survey of the area is not required, since the proposed changes to the preferred alternative lay within the project's original APE.

J. Native American Consultation	Yes	No
1. Are there changes in the project scope or design that may require additional consultation with affected Native American Tribes?		X

K. Wetland Impacts	Yes	No
1. Are there changes in project scope or design that impact wetlands?		X
2. Acres (original/proposed): 0/0		
3. Fill quantities (original/proposed): cubic yards 0/0		
4. Dredge quantities (original/proposed): cubic yards 0/0		

L. Fish & Wildlife Impacts	Yes	No
1. Will the proposed changes affect fish and wildlife resources?		X
2. Will the project changes require consultation with Nevada Department of Wildlife or the U.S. Fish and Wildlife Service?		X
3. Does the project affect Federally listed species or U.S. Forest Service listed species?		X

M. Threatened and Endangered Species (T&E)	Yes	No
1. Has there been a change in status of listed T&E species directly or indirectly affected by the project?		X
2. Will new or additional consultation with State and Federal Agencies be required?		X

N. Water Body Involvement	Yes	No
1. Have there been any changes to the project effects on water bodies? If yes, complete numbers 2-4 and describe in 5.		X
2. Project affects a navigable water body (as listed by USCG).		
3. Project affects navigable waters of the U.S. (as defined by the Corps).		
4. Project affects a listed coldwater fish stream.		

O. Contaminated Sites	Yes	No
1. Have there been any changes in the status of known or potentially contaminated sites along the corridor?		X
2. If buildings or residences are relocated, have they been evaluated for hazardous waste (e.g., asbestos)? Describe changes and necessary actions, if any.		X

P. Air Quality	Yes	No
1. Will the project affect a non-attainment area?	X	
2. Will a new conformity determination be required?		X
3. Has there been a change in alignment or intersection/interchange re-configuration, or the inclusion of a new intersection that will require an updated microscale or carbon monoxide "hot-spot" analysis?	X	

As noted in the Final EIS, the proposed project is located in Clark County (hydrographic area 212), where the cities of Las Vegas, North Las Vegas, and Henderson are collectively designated by USEPA as nonattainment for carbon monoxide and PM₁₀ (USEPA, 2009). The Final EIS documents the reasons the project is not of air quality concerns for PM₁₀. The MLK/Industrial Connector equivalent would not affect that conclusion.

Because the proposed project lies within a carbon monoxide nonattainment area, a carbon monoxide hot spot modeling analysis was conducted during the Final EIS to determine if the project would cause any new violations of the carbon monoxide National Ambient Air Quality Standards (NAAQS) or increase the frequency or severity of any existing violation. The carbon monoxide dispersion modeling was conducted at the three signalized intersections in the project area that would have the worst level of service (LOS) and the three highest volume signalized intersections with LOS D or worse in 2030. To determine whether the Final EIS carbon monoxide dispersion modeling results apply to the MLK/Industrial Connector equivalent, NDOT collected current traffic and LOS information for signalized intersections in the project area (Table 3).

Because of design changes with the MLK/Industrial Connector equivalent, there were two changes to the list of the six worst intersections developed during the Final EIS. The Bonneville/Main intersection, which was not among the six in the Final EIS, joins the list because it has one of the three worst LOS in the project area. It replaces the Charleston/Main intersection, which was one of the six worst intersections in the Final EIS. The Alta Drive/MLK Boulevard intersection, which was one of the six worst intersections in the Final EIS, remains on the list, but its traffic volume decreased from 6,755 vehicles per hour in the Final EIS to 6,165 vehicles per hour. The West Sahara Avenue/South Rancho

TABLE 3
Intersection LOS and Volume Summary

Intersection	Intersection LOS	Total Entering Volume (vehicles per hour)
Alta/NB Ramp	B	2,855
Charleston/NB Ramp	C	7,495
Charleston/SB Ramp	B	5,960
HOV Connector/Drop Ramps	B	2,323
Sahara/Rancho/SB Ramp	F ^a	12,563 ^b
Sahara/NB Ramp	F ^a	12,335 ^b
Western/Wyoming/Oakey	D	3,639
Western/HOV Connector	B	2,937
Grand Central/South Jug Handle	D	3,662
Grand Central/North Jug Handle	C	3,634
Grand Central/Bonneville	D	3,887
Charleston/Jug Handles	B	6,749
Charleston/Commerce	D	5,397
Charleston/Main	D	4,785
Charleston/Shadow	D	5,354
Alta/Shadow	C	2,816
Bonneville/Main	E ^a	3,611
Alta/MLK	D	6,165 ^b
MLK-Industrial/Wyoming Connector	D	4,034
Wyoming/Wyoming Connector	B	2,709

Source: CH2M HILL 2011 traffic analysis

^a Top 3 intersections based on worst LOS

^b Top 3 intersections based on highest volume for intersections with LOS D or worse

Drive and West Sahara Avenue/I-15 Northbound Ramp intersections, which were among the six worst intersections in the Final EIS, remain on the list.

Carbon Monoxide Modeling Results

The USEPA CAL3QHC dispersion model (version 2.0, February 21, 1995) was used to estimate the maximum ambient carbon monoxide concentrations near the Bonneville Avenue/Main Street intersection and the changed conditions at the Alta/MLK Boulevard intersection. Table 4 summarizes the CAL3QHC modeling results for carbon monoxide under the preferred alternative (Build Alternative) and the No Build Alternative. Both modeled intersections are below the 1- and 8-hour carbon monoxide NAAQS. The project with the MLK/Industrial Connector equivalent would neither cause new violations of the 1- or 8-hour carbon monoxide NAAQS in future years, nor increase the frequency or severity of any existing violation.

TABLE 4
Maximum Carbon Monoxide Concentrations at Hot Spot Intersections

Intersection	Concentration (ppm)			
	Pref. Alt. 1-hour	No-Build 1-hour	Pref. Alt. 8-hour	No-Build 8-hour
Sahara and Rancho	11.2	11.2	8.5	8.5
Sahara and NB Ramp	10.9	11.1	8.3	8.5
Bonneville and Main	8.4	8.4	6.6	6.6
Alta and MLK	9.2	9.4	7.1	7.3
Carbon Monoxide NAAQS	35	35	9	9

Source: 2012 CAL3QHC Model Results.

Note: Results apply to the Selected Alternative, which includes the MLK/Industrial Connector equivalent. The results include 1-hour background concentration of 6.6 ppm and 8-hour background concentration of 5.3 ppm, the maximum carbon monoxide concentrations measured in Clark County during the most recent 3 years, at 2501 Sunrise Avenue monitoring station.

Q. Floodplains Impacts	Yes	No
1. Have there been changes in the project effects to a regulatory floodway?		X
2. Does the project remain consistent with local flood protection standards?	X	
3. Have there been changes in the status of flood hazard ordinances?		X

R. Traffic Noise Impact	Yes	No
1. Has there been a change in traffic noise sensitive receivers and land uses adjacent to the proposed project?		X
2. Has there been a substantial change in vertical or horizontal alignment?	X	
3. Have traffic volumes changed?		X
4. Has the number of through lanes changed?		X

Describe changes and necessary actions, if any.

The MLK/Industrial Connector equivalent will not increase traffic noise levels at the exterior frequent use areas of sensitive receivers reported in the Final EIS for the following reasons:

- Eliminating the MLK/Industrial Road Connector, which would be grade separated over I-15, would eliminate a noise source for receptors west of I-15.
- The realigned MLK Boulevard would be a surface arterial, replacing MLK Boulevard. Existing MLK Boulevard is not a major noise source, nor would the realigned roadway be. Although traffic volumes on MLK Boulevard will double by the design year 2030, doubling the traffic volume would increase noise by 3 dBA. A 3 dBA increase in noise is barely perceptible to the human ear.
- Traffic noise barrier locations described in the Final EIS between Oakey Boulevard and Alta Drive (G3, G5, and G6) would be refined to accommodate proposed changes as a result of the MLK/Industrial Connector equivalent. The number and location of traffic noise barriers discussed in the Final EIS would not change, but barrier height and other features might be modified.

S. Water Quality Impacts				Yes	No
1. Does the project impact a public or private drinking water source?					X
2. Will changes to the project affect the potential discharge of storm water into the waters of the State?					X
3. Does the project affect a designated impaired water body?					
Water Body ID	Size	Water Body Name	Location		
4. Will the project now involve a municipal separate storm sewer system (MS4) NPDES permit?					X

T. Wild and Scenic Rivers		Yes	No
1. Will the changes in scope affect any designated wild and scenic rivers?			X

U. Permits and Authorization				Yes	No
1. Are there any changes in the status of the following permits and authorizations?					X
Federal Agency	Regulated Activity	Refer to Checklist Section	Permit or Approval		

IV. Construction Impacts		Yes	No
Have the following potential construction effects changed:			
1. Construction timing commitments?		X	
2. Temporary degradation of water quality?			X
3. Temporary stream diversion?			X
4. Temporary degradation of air quality?			X
5. Temporary delays and detours of traffic?		X	
6. Temporary impact to businesses?			X
7. Other construction impacts, including noise?		X	

Describe changes and necessary actions, if any.

1. The MLK/Industrial Connector equivalent would provide much greater flexibility in implementation. The Grand Central Parkway/Industrial connector east of I-15 would be implemented as part of Phase I. The realigned MLK Boulevard extension to Oakey Boulevard could be implemented any time after that. Its substantially reduced cost would make it a likely candidate for implementation in the next 10 years. In contrast, the cost of the MLK/Industrial Connector and the Oakey/Wyoming UPRR grade separation may preclude construction within current funding commitments. As a result, the MLK/Industrial Connector would be placed in the unfunded post-20-year program in its current form.
5. The MLK/Industrial Connector equivalent (as compared to the MLK/Industrial Connector) would reduce construction delays and detours by eliminating the grade separation over I-15. Any work over I-15 would require lane closures or complete detours for the freeway. Because the MLK/Industrial Connector equivalent would have parallel frontage roads east and west of I-15 and the Alta Drive connection to Rancho Drive, local road detours would be in place, creating alternate local routes for emergencies and special events.
7. With the MLK/Industrial Connector equivalent, MLK Boulevard would be located closer to residential and commercial uses than the originally proposed MLK/Industrial Connector. As a result, it would be expected that construction noise impacts west of MLK Boulevard would be greater with the MLK/Industrial Connector equivalent. Balanced against the potential increase in construction noise west of MLK Boulevard would be a decrease in noise levels without the construction of the MLK/Industrial Connector over I-15.

V. Traffic		Yes	No
1. Does the proposed design adequately serve the existing and planned future traffic projections?		X	
2. Is the future traffic year still 20 years from the date of construction?			X
3. Have changes in traffic caused additional project impacts?			X

Describe changes and necessary actions, if any.

It is not likely that the 2030 traffic volumes used in the Final EIS and in evaluating the MLK/Industrial Connector equivalent would be 20 years from the date of construction for even Phase 1 construction. However, the analysis year 2030 is the year farthest out in the RTC's traffic model, and the same year used in the Final EIS.

VI. Section 4(f)/6(f)	Yes	No
1. Has there been a change in status of Section 4(f) properties affected by the proposed action?		X
2. Would the proposed design refinements affect Section 4(f) properties?		X
3. Has there been a change in the status of the Section 6(f) properties affected by the proposed action?		X
4. Is the use of 6(f) property a conversion of use per Section 6(f) of the LWCFCA?		X

If yes to any of the above, attach appropriate Section 4(f) and Section 6(f) documentation.

VII. Changes in Environmental Commitments or Mitigation Measures	Yes	No
1. Have any changes in the environmental commitments or mitigation occurred?		X
2. If changes have occurred, will the Record of Decision Summary of Mitigation Measures need to be revised to reflect these changes?		X

Describe changes and necessary actions, if any.

VIII. Public Involvement and Agency Coordination

1. Describe the type of public involvement and agency coordination that has occurred after the environmental document was approved or since the last reevaluation.

The Project NEON Record of Decision was signed in October 2010. The post-Record of Decision public involvement outreach began in February 2011 and has extended to the present. The 15 meetings held between February and October 2011 tended to be one-on-one meetings discussing real estate process issues with property owners who would be displaced by the project, and minimizing right-of-way and construction impacts on properties that would not be displaced by the proposed improvements. Several meetings during that period were with local politicians concerning the real estate process, impacts to specific properties, and the phasing of Project NEON.

As noted, in September 2011, NDOT conducted a value analysis study of project. From December 2011 to the design public hearing in February 2012, the project team conducted 23 meetings with a range of property owners, neighborhood associations, and government officials concerning the proposed changes to the 2010 preferred alternative that came out of the value analysis study. On February 8, 2012, NDOT conducted a public hearing on the MLK/Industrial Connector equivalent. The hearing was held at the Las Vegas Springs Preserve from 3:30 to 6:30 p.m. About 260 people attended the hearing.

NDOT conducted the following activities to provide notice of the public hearing:

- Mailed 8,500 postcards to property owners between US 95 and Lake Mead, and Las Vegas Boulevard and Rancho, including all listed in the F Street Coalition mailing list.
- Posted 12,000 door hangers on all properties between US 95 and Lake Mead, and Las Vegas Boulevard and Rancho.
- Posted meeting flyers at schools, libraries, community centers, and churches, including Victory Baptist Church, Second Baptist Church, and the Ministers Alliance of Southern Nevada between US 95 and Lake Mead, and Las Vegas Boulevard and Rancho.
- Ran print ads in the Las Vegas Sentinel Voice, Las Vegas Review Journal, and El Mundo.

2. Discuss pertinent issues raised by the public and resource agencies. Attach applicable correspondence and responses.

During the public hearing, NDOT responded to question cards submitted by meeting participants. The complete hearing transcript is available from NDOT. The comments covered a wide range of topics, including the length of time to complete all project phases, several questions concerning access changes and other potential impacts to First Presbyterian Church, noise barriers adjacent to the Scotch 80s neighborhood, how NDOT compensates businesses for impacts to access and aesthetics, and proposed changes to the UPRR Railroad crossing as recommended at the VA Study. No comments were received from resource agencies.

NDOT also received letters from a homeowner and president of the Saratoga Meadows Neighborhood Association, a representative of Las Vegas "E" Chamber of Commerce, Premium Outlet Mall, the Scotch Eighties Neighborhood Association, and the Southern Nevada Health District. These letters and NDOT's responses are attached to this document (Appendix A).

IX. Environmental Reevaluation	Yes	No
1. Do the conclusions and commitments of the original environmental document approval or subsequent reevaluations remain valid?	X	
2. Will the changes in project scope, environmental consequences, or public controversy require a new, supplemental environmental document or EIS?		X

2. The change in project scope, environmental consequences, or public controversy associated with the MLK/Industrial Connector equivalent would not require a supplement to the 2010 Final EIS. As noted in FHWA's Technical Advisory T 6640.8A, a supplemental EIS is needed "Whenever there are changes, new information, or further developments on a project which result in significant environmental impacts not identified in the most recently distributed version of the draft or final EIS...(40 CFR 1502.9(c))."

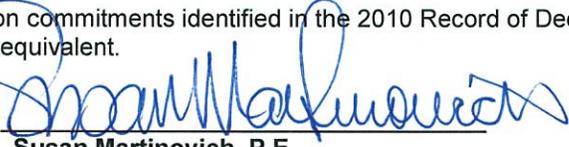
The MLK/Industrial Connector equivalent would change three features on one of Project NEON's two local arterial improvements. No changes would be made to the project's proposed interstate improvements. The MLK/Industrial Connector equivalent would (1) eliminate the bridge structure connecting MLK Boulevard west of I-15 to Industrial Road east of I-15, (2) realign MLK Boulevard from Alta Drive to Oakey Boulevard, and (3) create a Grand Central Parkway/Industrial Road Connector west of I-15. Notable impacts associated with proposed improvements in the 2010 Final EIS are noise impacts, potential air quality impacts, commercial and residential displacements and environmental justice impacts created by the residential impacts west of I-15.

NDOT's Final EIS commitment to construct noise walls as part of Project NEON will prevent noise levels associated with the MLK/Industrial Connector equivalent from having a greater impact than the MLK/Industrial Connector even though MLK Boulevard will be moved closer to noise receivers west of I-15.

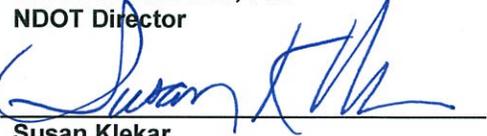
The air analysis conducted as part of this reevaluation showed that proposed changes to the local road network associated with the MLK/Industrial Connector equivalent would not exceed carbon monoxide standards. The MLK/Industrial Connector equivalent would have the same impacts on MSAT levels as the MLK/Industrial Connector.

The MLK/Industrial Connector equivalent would relocate 40 fewer residential units than the 2010 Preferred Alternative identified in the Final EIS. The MLK/Industrial Connector equivalent's impact on the environmental justice population would be similar to that of the 2010 Preferred Alternative, even though it would relocate 44 fewer residential units in the environmental justice neighborhood of concern. The MLK/Industrial Connector, which was an environmental justice offsetting benefit in the 2010 Final EIS, will be replaced by the greater efficiency of the local road connections provided by the MLK/Industrial Connector equivalent east and west of I-15.

All mitigation commitments identified in the 2010 Record of Decision will remain in place with the MLK/Industrial Connector equivalent.

Approved by: 
Susan Martinovich, P.E.
NDOT Director

Date: 8/23/2012

Approved by: 
Susan Klekar
FHWA Division Administrator

Date: 8/29/12

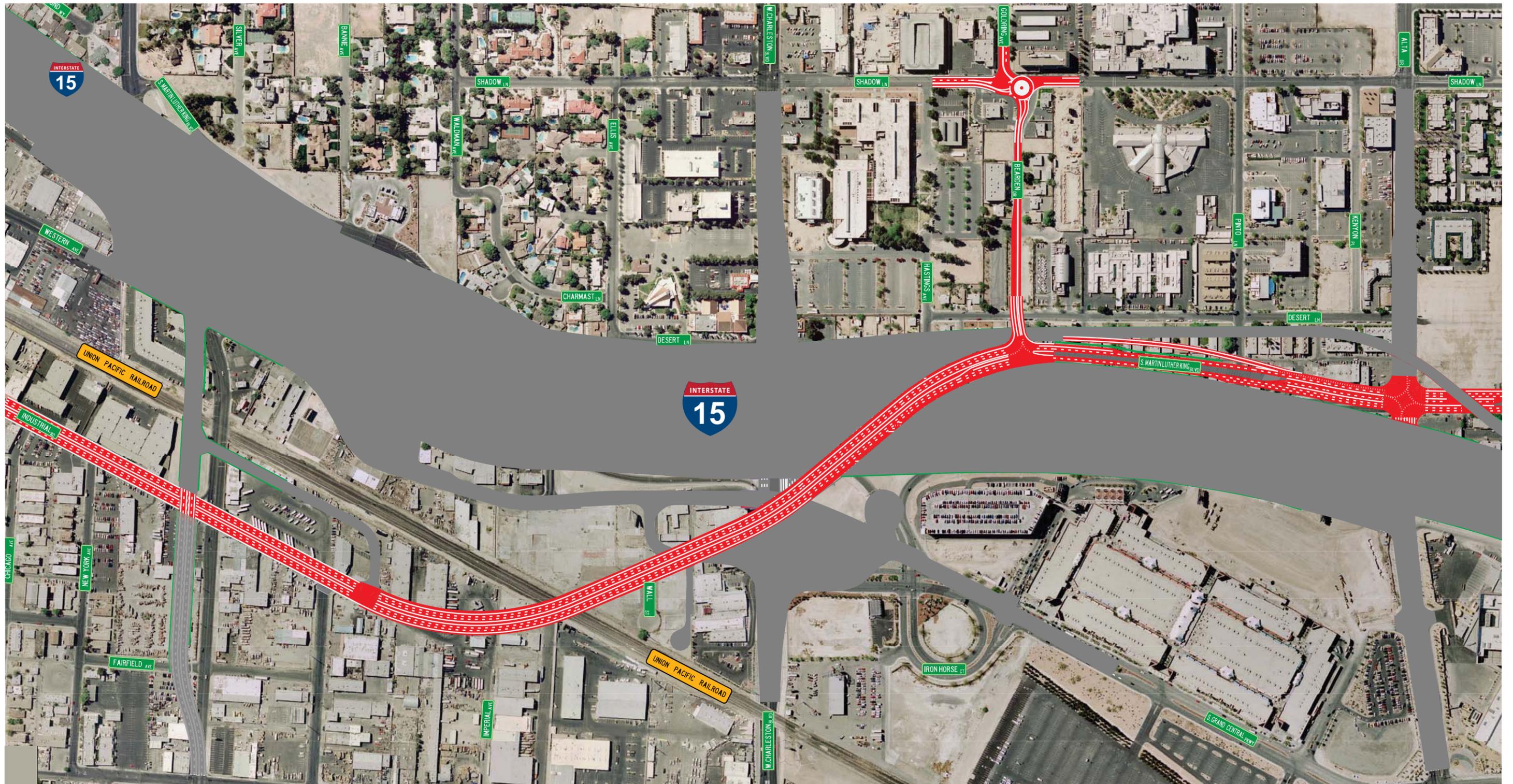
Exhibits



**Major Project Components
2010 Preferred Alternative**



**Major Project Components
2012 Selected Alternative**



LEGEND

- Other NEON Components
- Martin Luther King Boulevard-Industrial Road Connector

North

Not to scale.



Exhibit 2

2010 Martin Luther King Boulevard/Industrial Road Connector





Not to scale.

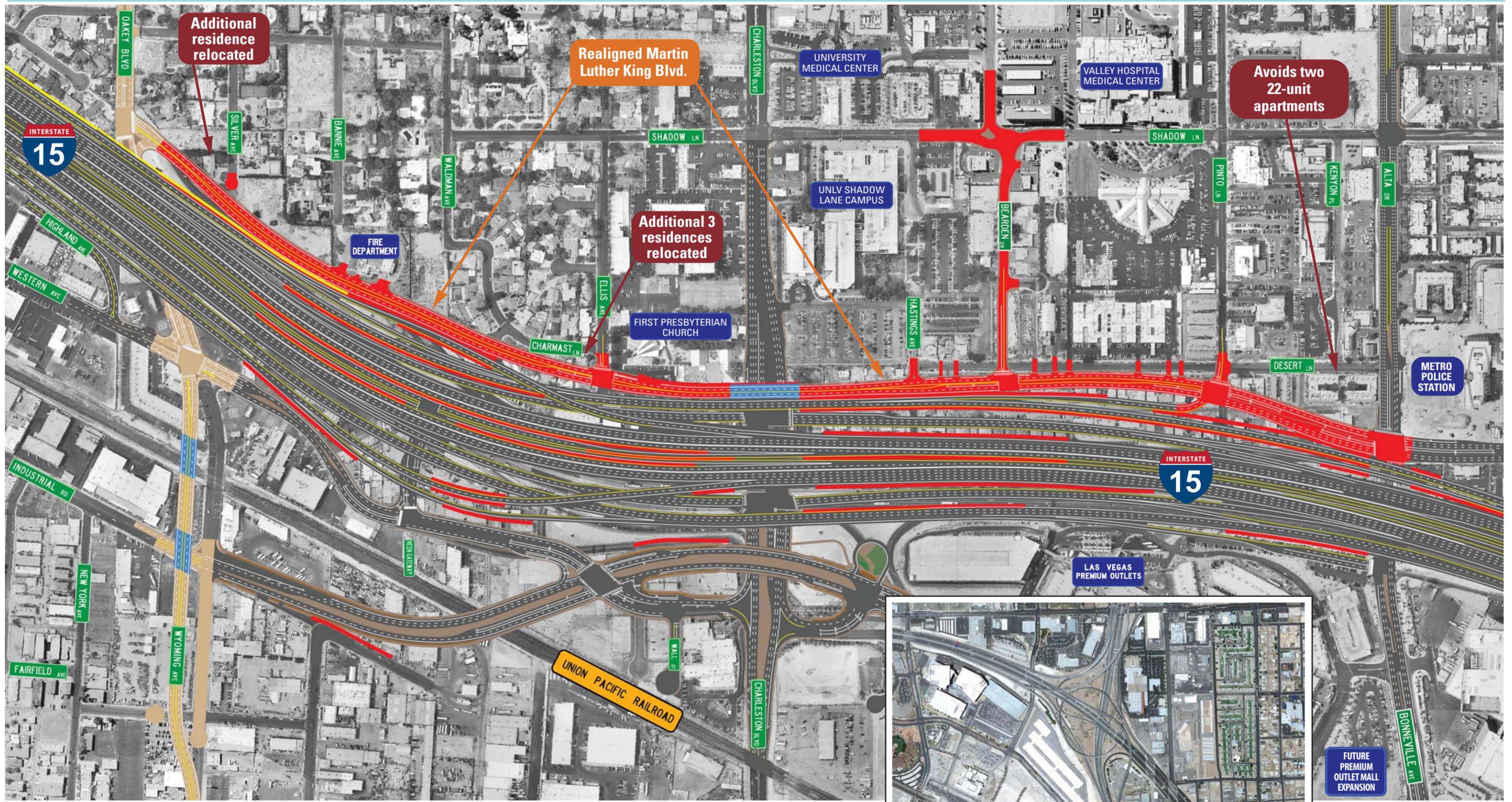


Exhibit 3
Oakey Boulevard/Wyoming Avenue Grade Separation

Project Neon Reevaluation

I-15 Corridor and Local Arterial Improvements





LEGEND

- Realigned Martin Luther King Blvd.
- Other NEON components
- New Bridge
- Oakey Blvd./Wyoming Ave. grade-separated UPRR crossing

North

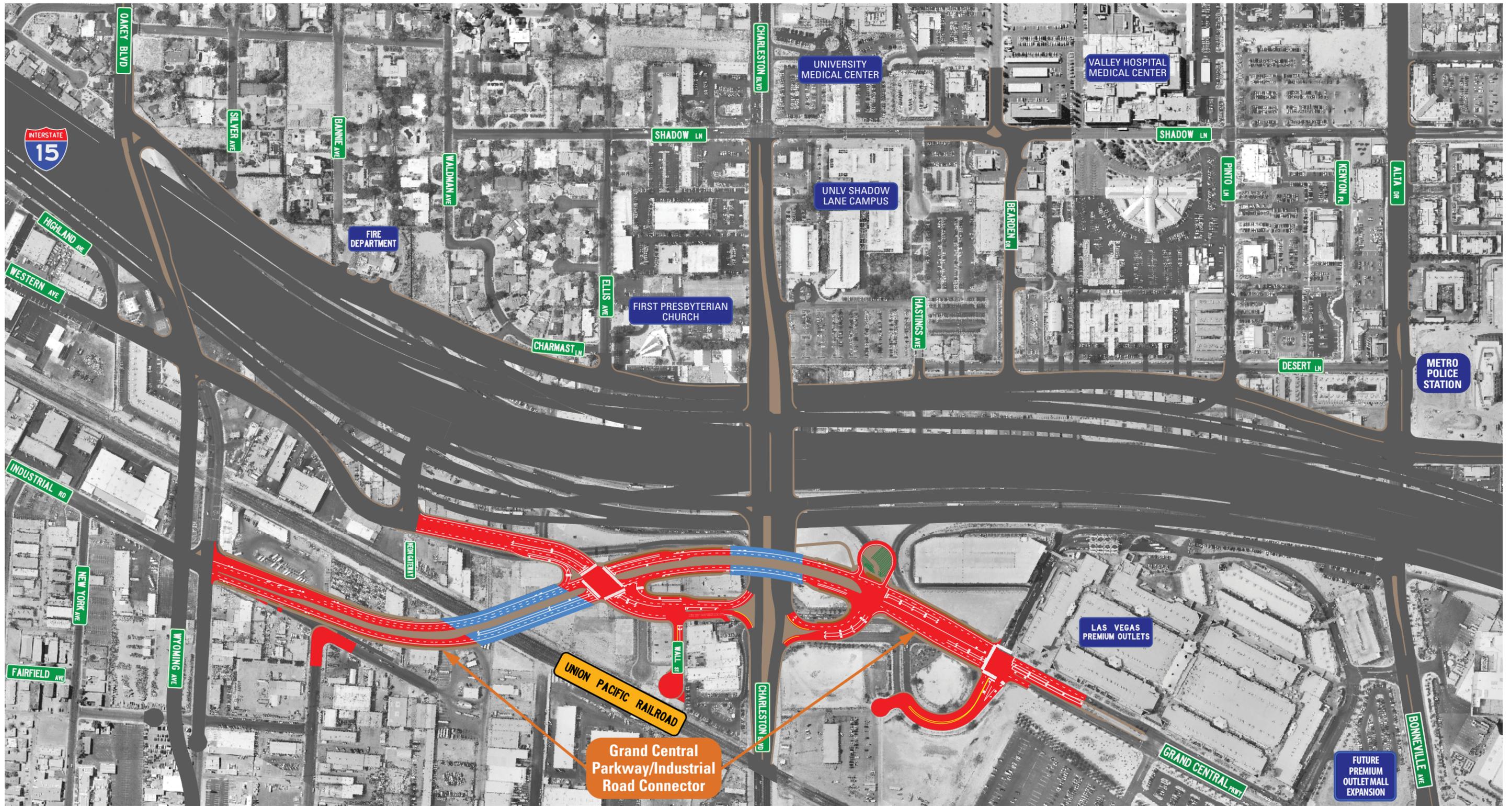
Not to scale.



Exhibit 4

Realigned Martin Luther King Boulevard (Part of MLK/Industrial Connector Equivalent)



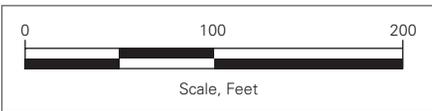
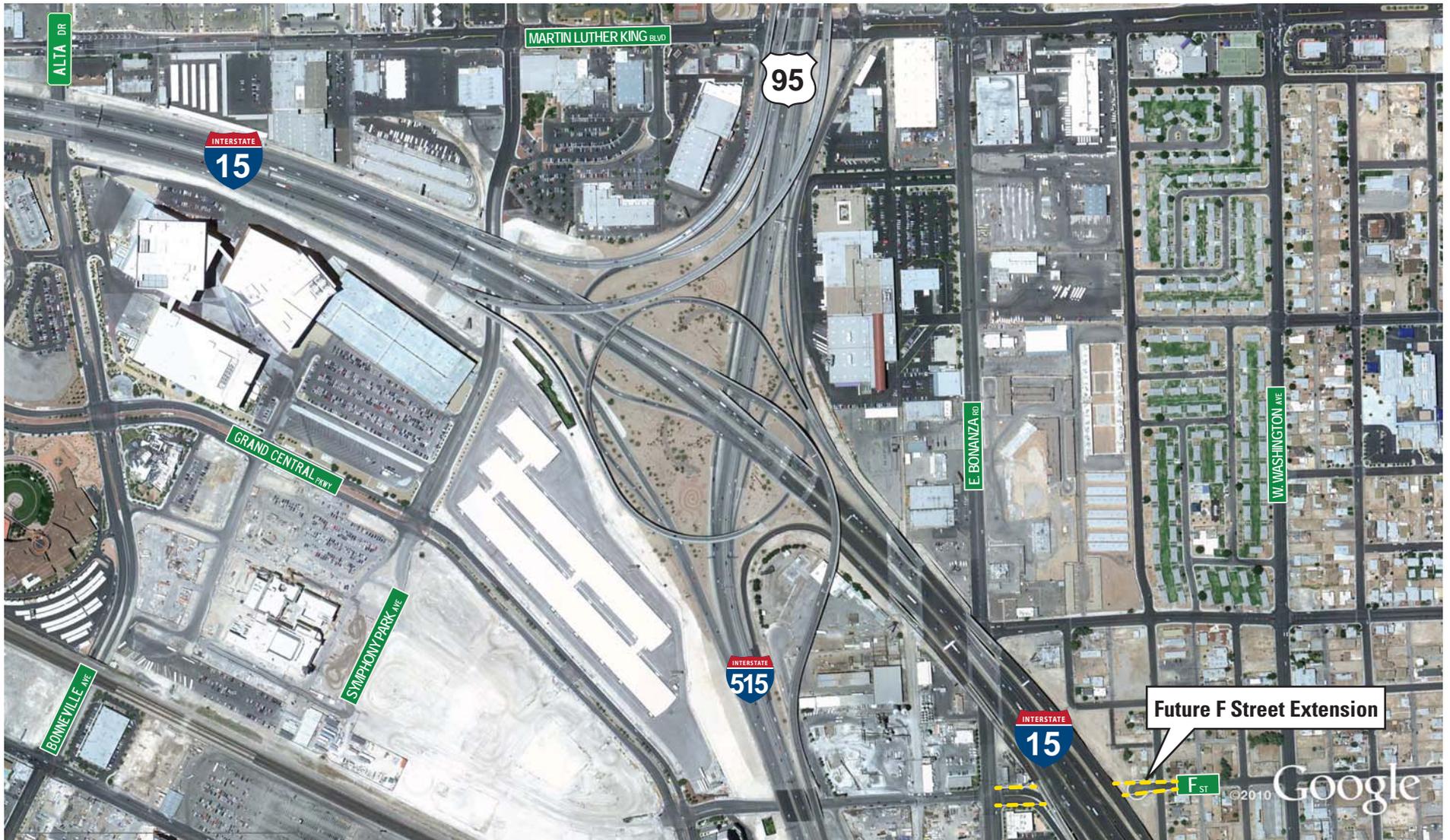


LEGEND
— Realigned Grand Central Parkway/Industrial Road Connector
— Other NEON components
— New Bridge



Exhibit 5
**Grand Central Parkway/Industrial Road Connector
 (Part of MLK/Industrial Connector Equivalent)**

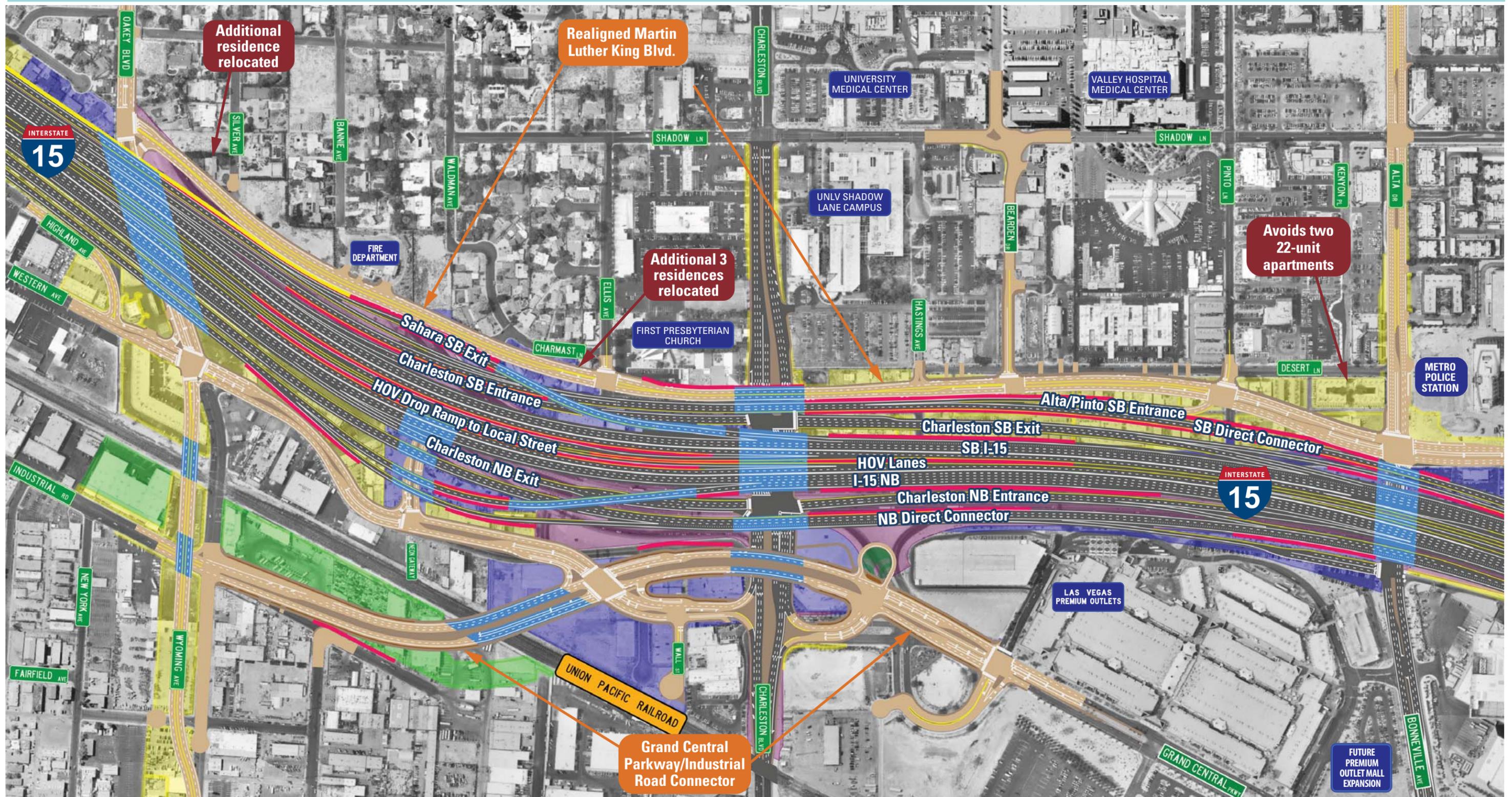




LEGEND

 Future F Street Extension Under I-15





LEGEND

Freeway/Ramp	Retaining Wall
Arterial/Local Road	Existing Right of Way
Direct-Connector	Phase 1 Right of Way
New Bridge	Future Right of Way

North

Not to scale.



TB052009010MKE_7_RealignMartinLutherKingBlvd_GrandCentralParkway_v7 07.16.12 sls/mj





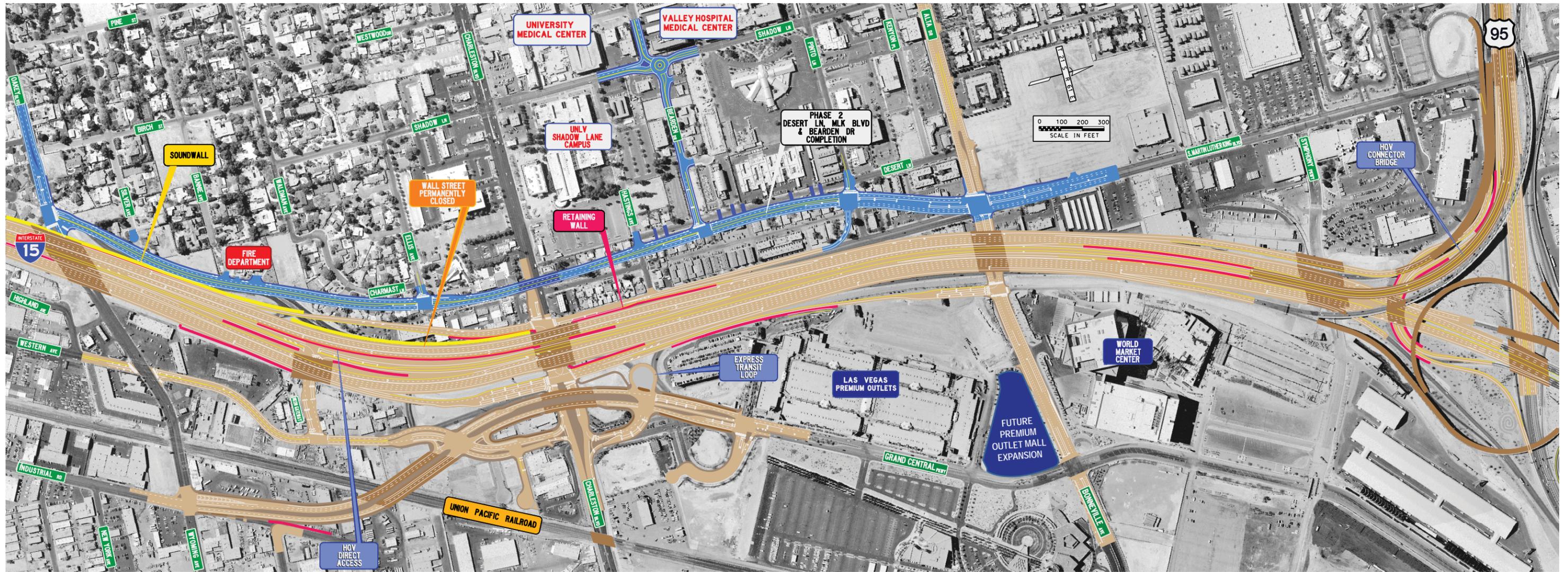
LEGEND

Current Phase Roadway	Soundwalls
Current Phase Bridge	Retaining Wall
Existing Phase(s) Roadway	MLK Blvd. One-Way Pair
Existing Phase(s) Bridge	

North

Not to scale.

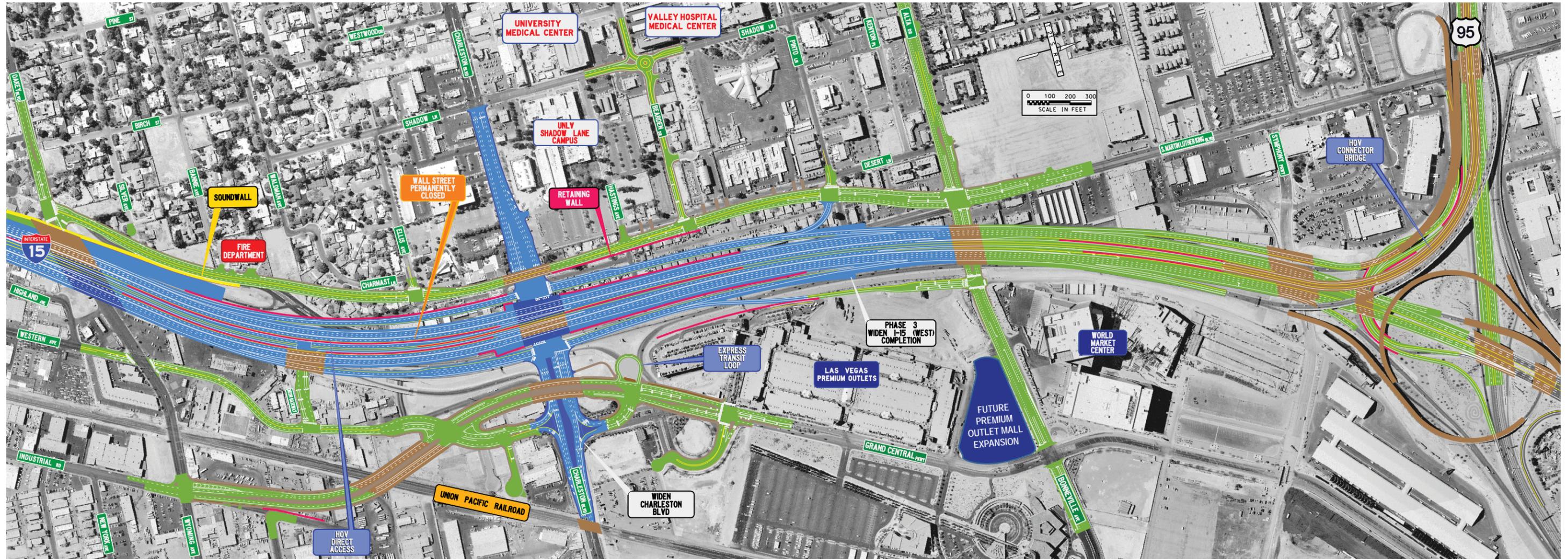




LEGEND

	Current Phase Roadway		Soundwalls
	Current Phase Bridge		Retaining Wall
	Previous Phase(s) Roadway		
	Previous Phase(s) Bridge		

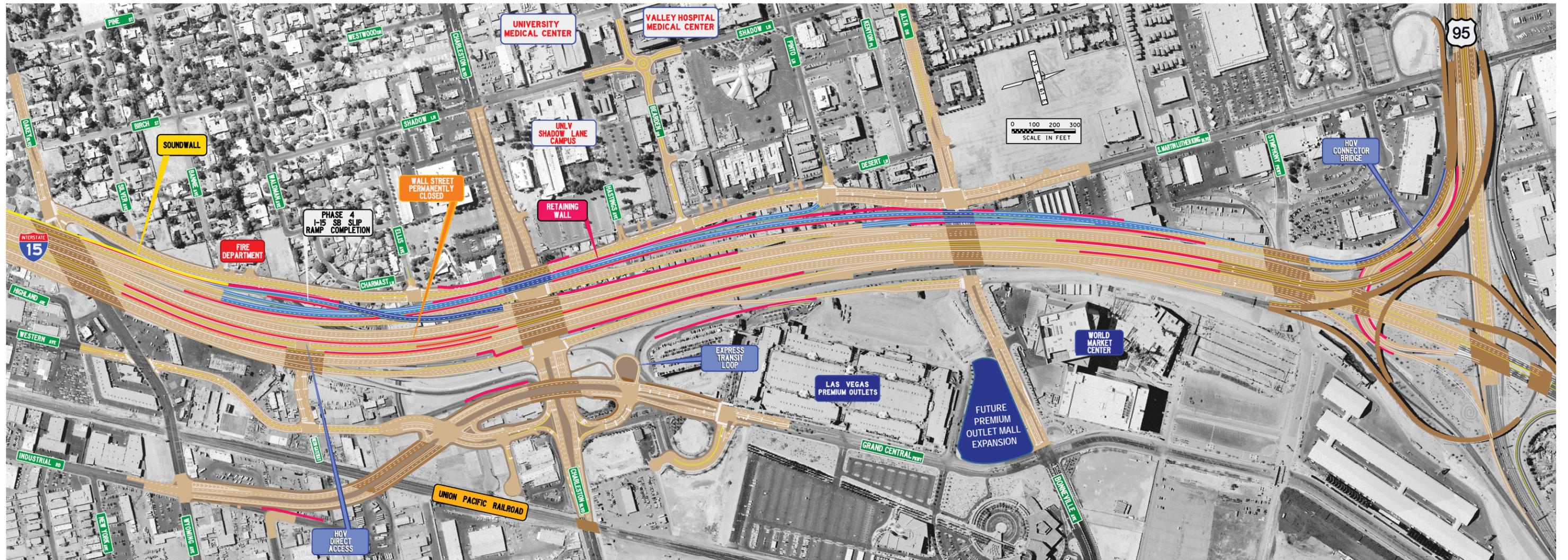




LEGEND

Current Phase Roadway	Soundwalls
Current Phase Bridge	Retaining Wall
Previous Phase(s) Roadway	
Previous Phase(s) Bridge	

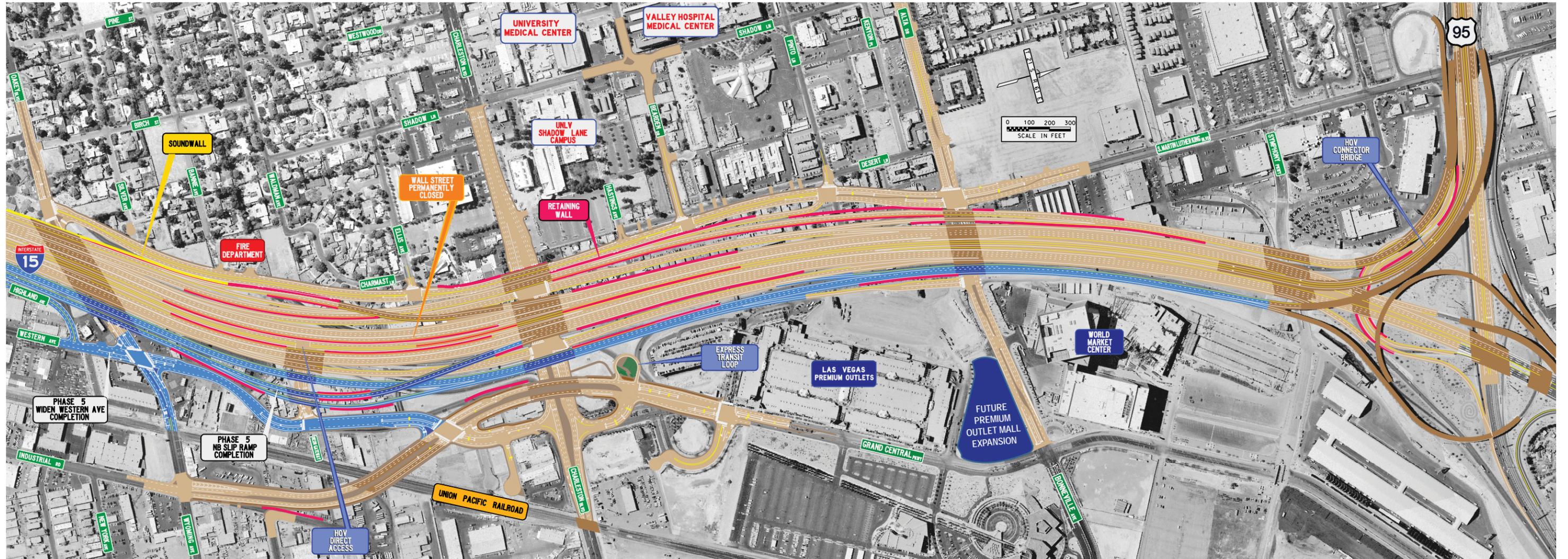




LEGEND

Current Phase Roadway	Soundwalls
Current Phase Bridge	Retaining Wall
Previous Phase(s) Roadway	
Previous Phase(s) Bridge	

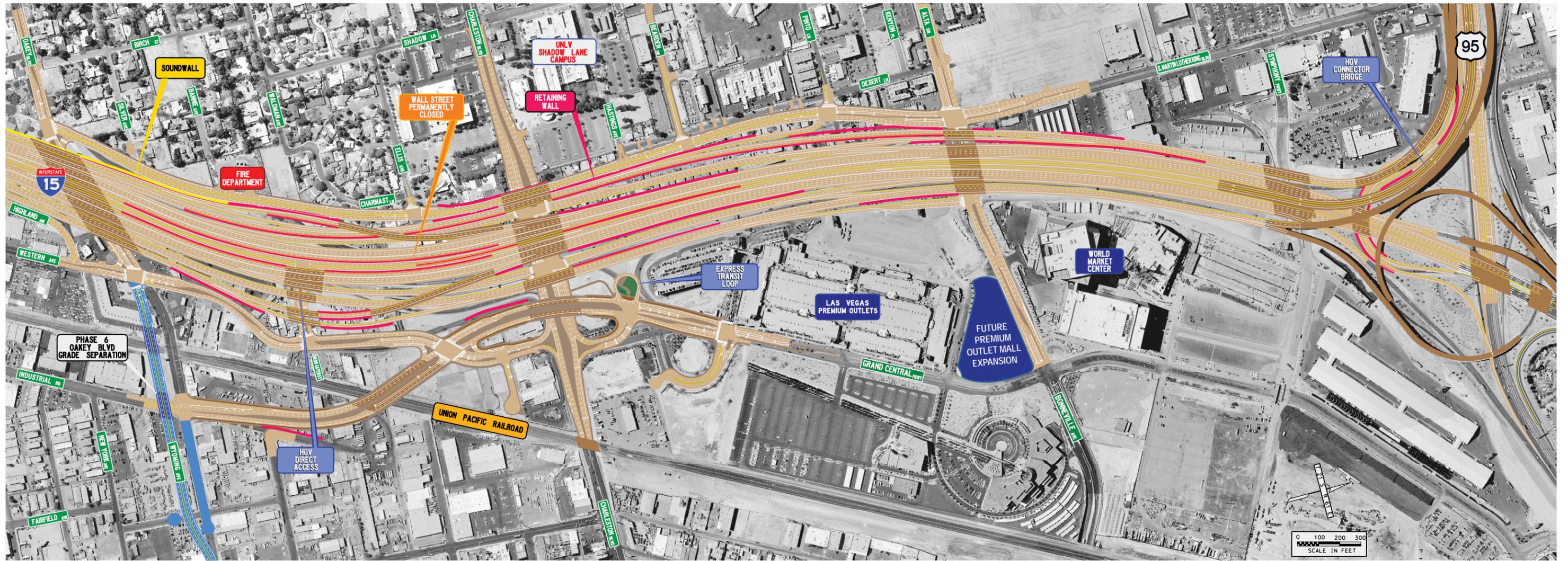




LEGEND

Current Phase Roadway	Soundwalls
Current Phase Bridge	Retaining Wall
Previous Phase(s) Roadway	
Previous Phase(s) Bridge	





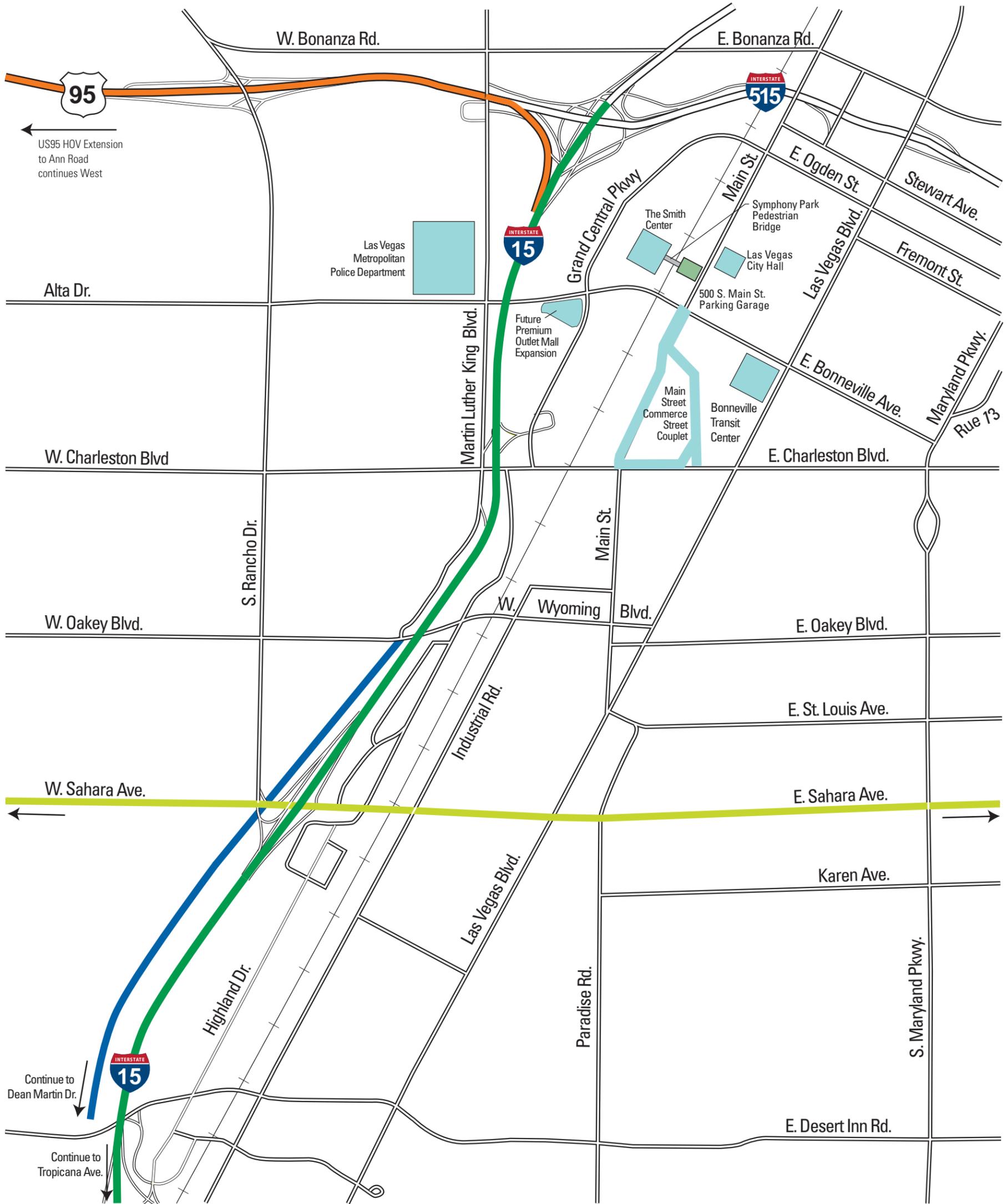
LEGEND

Current Phase Roadway	Soundwalls
Current Phase Bridge	Retaining Wall
Previous Phase(s) Roadway	
Previous Phase(s) Bridge	

North

Not to scale.





LEGEND	
	I-15 - Crumb Rubber Overlay
	Extend MLK to Dean Martin
	US95 HOV Extension to Ann Road
	Sahara Express BRT
	Land Use Changes Since 2010 Final EIS
	500 S. Main St. Parking Garage

Exhibit 14-A

Land Use and Transportation Changes Since 2010 Final EIS



Project Neon Reevaluation

I-15 Corridor and Local Arterial Improvements





LEGEND

 I-15 Express Lane Extension



Exhibit 14-B

Land Use and Transportation Changes Since 2010 Final EIS



LEGEND

- I-15 - Crumb Rubber Overlay
- US95 HOV Extension to Ann Road
- Land Use Changes Since 2010 Final EIS
- Existing Use



Exhibit 14-C

Land Use and Transportation Changes Since 2010 Final EIS



Appendix A

Correspondence

From: Katherine Duncan [<mailto:uptownward5@gmail.com>]
Sent: Thursday, February 09, 2012 8:00 AM
To: NDOT South Projects
Cc: Steven Horsford; Ricki Y. Barlow; Rick.Velotta@lasvegassun.com; Commissioner Chris Giunchigliani
Subject: Project Neon

There is no Neon planned for my neighborhood, am I on the wrong side of the tracks?

Thank you for the Project Neon presentation on February 8th, 2012. I could not stay for the entire presentation and I have a few questions/comments.

First, I would like to see how I-515 overlays with Project Neon. The I 515 was not indicated on the maps yet it will also impact the spaghetti bowl.

Second, what happens to traffic traveling north on Grand Central Parkway/City Parkway/F Street? I understand that more than 10,000 vehicles per day could be expected to travel North on F Street. Isn't this a contradiction to the opening of F Street? Where will this traffic go? Has there been a neighborhood traffic plan?

Third, will the planned infrastructure allow for the RTC's dedicated bus lanes to continue north through the Westside to connect to Lake Mead BLVD?

Fourth, what consideration has been given to inner-city elevated, suspended light rail infrastructure? There is a wave of excitement over the possibility of connecting the North Las Vegas airport to McCarran airport. Have you talked to the RTC about future plans for inner city light rail? Shouldn't the RTC be involved in the planning of project Neon? Does NDOT, RTC, and CLV City ever talk to each other?

Fifth, How will NDOT comply with the Office of Federal Contract Compliance on Equal Employment during this project to make sure that people working on the project reflect the demographics of the community. Also, what efforts will be made to hire local contractors and suppliers?

Six, How will this project serve to enhance economic development opportunities in the distressed neighborhood north of the Project in terms of new business opportunities and jobs for Nevadans?

Seven, what impact will the Project Neon have on the African-American cultural activities north of the spaghetti bowl? Has there been sufficient, adequate, extraordinary outreach to involve this community in the planning process as indicated by Title VI.

I understand that this project could cost \$1.8 billion dollars, How much has been spent thus far?

I would appreciate my comments/questions be added to the public comments for the February 8, 2012 public meeting.

Thank you,
Katie

--

Katherine "Katie" Duncan
Las Vegas "E" Chamber of Commerce
A Division of the Las Vegas Ward 5 Chamber of Commerce
1001 F Street
Las Vegas, Nevada 89106
O. (702) 646-2551
C. (702) 672-9888
www.lvGcc.com

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BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:

April 23, 2012

Katherine Duncan
Las Vegas "E" Chamber of Commerce
Division of the Las Vegas Ward 5 Chamber of Commerce
1001 F Street
Las Vegas, Nevada 89106

Dear Ms. Duncan,

Thank you for your interest and comments regarding Project Neon. The Nevada Department of Transportation (NDOT) is dedicated to providing a better transportation system for Nevada and Project Neon is an important step towards doing so. Please consider the following in addressing your comments and concerns.

Project Neon and I-515

The I-515 Environmental Impact Statement (EIS) study is being halted and Federal Highway Administration (FHWA) and NDOT will be formally withdrawing the Notice of Intent to Study for the I-515 project shortly. What this means is that FHWA/NDOT will be reassessing which improvements should or need to be made to the I-515 corridor given the current and reasonably foreseeable fiscal challenges to the state and national economies. At this point it is unclear when NDOT/FHWA will take up studying any additional improvements to the I-515 corridor. Any improvements made to I-15 as part of Project Neon will be designed to seamlessly transition to the existing I-515 freeway.

Project Neon and F Street Traffic

Based on the current traffic modeling, neither the alternative accepted in the Project Neon EIS nor the recently proposed concept create a significant impact on the current and projected F Street traffic numbers. The F Street project is still constructing the bridge with lower than standard clearance heights, which will in effect limit truck traffic on F Street when that project is complete. Project Neon does not impact the anticipated traffic volumes on F Street because Project Neon is not creating any new developments or destinations that would increase traffic along F Street. It only improves how those trips are made.

The traffic models used by NDOT and other local agencies are developed in conjunction with the Regional Transportation Commission of Southern Nevada (RTC) to ensure that all of the local agencies are using the same model information and designing their facilities taking into account recent and proposed improvements. When these models are developed, they consider where the homes are and where the jobs are and how those create vehicle trips. The attached drawing shows the current and projected traffic volumes anticipated for the area.

Project Neon and Bus Transit

Plans for local infrastructure improvements and transit services may be found on RTC's website at www.rtcsonthernnevada.com. The RTC currently does not have plans to continue a dedicated bus route north to Lake Mead Boulevard, however the new concept presented for Project Neon is enhancing existing transit services by allowing room for dedicated bus lanes on Grand Central Parkway to continue through the connection with Industrial Road, allowing the RTC the opportunity to expand the system further south.

Project Neon and Light Rail

Currently there are no light rail projects planned for the Las Vegas Valley. Current plans for rail in Nevada may be found at www.nvrail.com, as well as information as to how to get involved.

The RTC has been a partner throughout the development of Project Neon. The Board of Directors for the RTC of Southern Nevada consists of members representing every incorporated city in Clark County, members representing the County Commission, and also includes the Director of the Nevada Department of Transportation as an ex-officio member to ensure that communication between all local agencies and the State takes place. Further enhancing communication and coordination between NDOT and RTC, members of NDOT's planning group have recently been relocated to offices within the RTC building.

Project Neon and Office of Federal Contract Compliance on Equal Employment

NDOT has no authority to enforce E.O. 11246. That authority rests exclusively with the Office of Contract Compliance and the Department of Labor. However, pursuant to Title VI and other related nondiscrimination laws and regulations, NDOT does require and enforce nondiscrimination and affirmative action by all prime and subcontractors on federally assisted projects, such as Project Neon. We have a contract compliance staff who have as one of their chief responsibilities, enforcement of these requirements. We also include Title VI nondiscrimination and affirmative action requirements in our federally assisted Requests for Proposals (RFP) and the contracts that result from them. In short, you can be confident that NDOT will monitor the nondiscrimination and affirmative action performance of all contractors on Project Neon.

Project Neon and the Use of Local Labor

Unfortunately, NDOT is unable to mandate the use of local contractors and suppliers because of constitutional limitations under the Commerce Clause. However, we believe we can legally achieve some of that objective by including an On the Job Training (OJT) and apprenticeship requirement in the contract. As a practical matter, successful bidders will be likely to hire local employees to meet the training and apprenticeship requirements as it would be cost prohibitive to bring such employees in from anywhere outside the state or even outside the immediate project area. With respect to subcontractors and suppliers, we can look at holding a workshop for Contractors to learn about the project. A project specific forum like that may help Contractors learn which local subcontractors and suppliers are interested in the project. That does not guarantee they will use such subcontractors or suppliers but it does increase the likelihood that they will use some of them. Further, it may give those subcontractors and suppliers a unique and cost effective opportunity to showcase their products and capabilities. We believe this will indeed increase their use.

Please do not hesitate to let us know if you have ideas about how we can increase the use of local contractors and suppliers. Everything is subject to what the law permits us to do, among other factors. We cannot promise to implement all the ideas we receive, but we are committed to seriously considering all options and ideas. We share the same goal as the community, to increase local participation in general and by women and minorities in particular.

Please feel free to contact Yvonne Schuman, the Nevada Department of Transportation Civil Rights Officer at (702) 730-3301, if you have any suggestions or questions regarding Title VI requirements or the use of local resources.

Project Neon and Economic Development Opportunities

Project Neon as a whole should have a tremendous impact on the Las Vegas Valley economy. Recent statistics show that every \$1 invested in infrastructure development has a \$1.59 impact to the local economy. While the extent to which minority populations or specific areas would experience these benefits cannot be precisely quantified, Project Neon as a whole costing between \$1.3 billion and \$1.8 billion dollars will have an anticipated economic benefit of \$2.1 billion to \$2.9 billion on the region. Current statistics from the President's Council on Jobs and Competitiveness suggests that for every \$1 billion of infrastructure spending creates between 4,000 and 18,000 jobs, for Project Neon that equates to between 5,000 and 32,000 jobs. Statistics from the Bay Area Council Economic Institute suggest that for every \$1 billion of infrastructure spending, 13,600 jobs are created. Based on this estimate, Project Neon will create between 18,000 and 25,000 jobs.

Project Neon and Impacts to African-American Cultural Activities

Cultural impacts are just one of many impacts that are studied during the NEPA process. Throughout the extraordinary public involvement portion of Project Neon, there has been no information provided to NDOT/FHWA noting that this project would negatively impact any specific African-American cultural activity. If you are aware of any that we should consider, please contact us immediately so that we can investigate the potential project impacts on those activities and incorporate any mitigation measures into Project Neon that may be warranted. NDOT/FHWA are currently conducting a re-evaluation of the Project Neon EIS and any information that can be provided on this subject will be included.

The Department recognizes the importance of accessibility to the area's important cultural touchstones, including the church corridor, the West Las Vegas Library and the West Las Vegas Cultural Arts Center, Doolittle Community Center, the Walker African-American Museum, the nationally recognized historic recognized Berkley Square neighborhood as well as area businesses, restaurants, parks and special events. By improving safety, accessibility and mobility in a vital corridor, more people can enjoy these important places

As part of our outreach for the Project Neon EIS and the current re-evaluation, we have done the following:

Project Neon Outreach to West Las Vegas

October 2009 – Present

October 2009 Draft Environmental Impact Statement (DEIS) Public Hearing

In-person project briefings to:

- Bonanza Village Neighborhood Association
- F Street Coalition
- Las Vegas City Councilman Barlow

Mailed postcards to property owners between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Tonopah.

Posted meeting flyers at the following locations:

Doolittle Community Center/Senior Center
1950 N. J St.

West Las Vegas Library
951 W. Lake Mead Rd.

West Las Vegas Art Center
947 W. Lake Mead Rd.

Distributed hard copies of DEIS at the following locations:

- West Las Vegas Library

Ran print ads in the following publications:

- Las Vegas Sentinel Voice
- Las Vegas Review Journal
- El Mundo Newspaper

Electronic notification:

- NDOT website announcement
- NDOTProjectNeon website announcement
- Email announcement to all contacts in project database and elected officials

June 2010 Final Environmental Impact Statement (FEIS)

Notification & NDOT Information Fair

In-person briefings to:

- Harry Williams, Ward 5 Neighborhood Services

Mailed newsletters to property owners between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Tonopah.

Posted door hangers at all properties between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Tonopah.

Posted meeting flyers at the following locations:

West Las Vegas Library
951 W. Lake Mead Rd.

West Las Vegas Art Center
947 W. Lake Mead Rd.

Revival Temple Church
1603 N. Tonopah Dr.

Church
1311 W Owens Ave.

Bethany Baptist Church
1229 W Owens Ave.

Carver Missionary Baptist Church
1221 J St.

United Faith Christian Church
1113 H St.

Pilgrim Baptist Church
1240 W Adams Ave.

God Christ Church
1216 W Adams Ave.

New Jerusalem Baptist Church
1122 D St.

New Bethel Las Vegas Baptist Church
400 W Adams Ave.

As-Sabur Masjid
711 Morgan Ave.

Revival Ministries Prayer Center
1316 Miller Ave.

God Christ Israelite Church
1285 Miller Ave.

God Christ Ebenezer Church
1072 W Bartlett Ave.

True Holiness Cogic Faith Temple
907 W. Adams Ave.

God Christ Friendship Church
2249 W Washington Ave.

Christ Church USA
1515 D St.

Muhammad Mosque
1402 D St.

God Christ Neway Church
1308 D St.

Greater St. James Baptist Church
316 Madison Ave.

Philadelphia Church
1200 D St.

Second Baptist Church
500 Madison Ave.

Temple God Pentacostal Church
1101 F St.

Temple God Pentacostal Church
614 Jefferson Ave.

International Las Vegas Church
911 G St.

Deliverance Fellowship Church
820 H St.

Lord Jesus Church
1260 W Bartlett Ave.

God Christ Church
1341 Blankenship Ave.

Grace Immanuel Baptist Church
809 W Bartlett Ave.

God Christ Church
952 Balzar Ave.

Mount Sinai Missionary Church
1025 Balzar Ave.

First God Mission Church
827 Balzar Ave.

Greater St. John Baptist Church
2150 N Martin Luther King Blvd.

God Christ Living Word Church
975 Hassell Ave.

Holy Rock Baptist Church
977 Hassell Ave.

Greater Evergreen Baptist Church
1915 Lexington St.

Doolittle Community Center/Senior Center
1050 N. J St.

God Christ Gateway Heaven Church
1425 Balzar Ave.

God Christ Church
839 Balzar Ave.

Captives Free Christian Church
1340 Lawry Ave.

Newlight Baptist Church
1165 Lawry Ave.

Pleasant Grove Baptist Church
1189 Hassell Ave.

True Love Baptist Church
1941 H St.

Seventh Day Adventists Church
1720 J St.

Distributed hard copies of DEIS at the following locations:

- West Las Vegas Library

Ran print ads in the following publications:

- Las Vegas Sentinel Voice
- Las Vegas Review Journal
- El Mundo
- Urban Voice

Electronic notification:

- NDOT website announcement
- NDOTProjectNeon website announcement
- Email announcement to all contacts in project database and elected officials

December 2010 Record of Decision (ROD) Notification

In-person briefings to:

- City of Las Vegas Councilman Barlow, regarding Westcare

Posted meeting flyers at the following locations:

West Las Vegas Library
951 W. Lake Mead Rd.

West Las Vegas Art Center
947 W. Lake Mead Rd.

Distributed hard copies of the ROD at the following locations:

- West Las Vegas Library

Ran print ads in the following publications:

- Las Vegas Sentinel Voice
- Las Vegas Review Journal
- El Mundo

Electronic notification:

- NDOT website announcement
- NDOTProjectNeon website announcement
- Email announcement to all contacts in project database and elected officials

February 2012 Value Analysis Notification

In-person project briefings to:

- Las Vegas City Councilman Barlow
- Southern Nevada Enterprise Community (SNEC) Board
- Attempts to brief Bonanza Village Neighborhood Association
- Attempts to brief State Senator Horsford

Mailed postcards to property owners between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Rancho, including all listed in the F Street Coalition mailing list.

Posted door hangers on all properties between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Rancho

Posted meeting flyers at locations between U.S. 95 and Lake Mead, and Las Vegas Boulevard and Rancho:

- Schools
- Libraries
- Community Centers (including Pearson Community Center – outside notification area)
- Churches (see June 2010 church list above)
- NDOT Community Outreach went specifically to Victory Baptist Church and Second Baptist Church
- NDOT Community Outreach provided information to Ministers Alliance of Southern Nevada

Ran print ads in the following publications:

- Las Vegas Sentinel Voice
- Las Vegas Review Journal
- El Mundo Newspaper

Electronic notification:

- NDOT website announcement
- NDOTProjectNeon website announcement
- Email announcement to all contacts in project database and elected officials
- Posted meeting announcements on Twitter
- Posted meeting announcements on FaceBook
- Electronic newsletter story to City of Las Vegas and Clark County elected officials
- Email distribution to F Street Coalition
- NDOT Community Outreach made efforts to get Project Neon project manager on KCEP 88.1

Current Project Neon Expenditures

Through February 2012, \$55 million in total funding has been spent on Project Neon. Those funds have gone to development of the Project Neon EIS and to right-of-way acquisitions, preliminary design, and utility relocations for Phase 1.

In closing, thank you again for your comments, questions, and interest in Project Neon. We hope the answers we have provided are satisfactory and we look forward to your continued involvement such an important project for the Las Vegas Valley. Please feel free to contact me if you have any further questions or concerns at (775) 888-7742 or at cmortensen@dot.state.nv.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Cole Mortensen", with a long horizontal flourish extending to the right.

Cole Mortensen, P.E.
Senior Project Manager

Cc: Greg Novak, FHWA
Abdelmoez Abdalla, FHWA
Steve Cooke, NDOT
John Taylor, CH2M Hill



STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 1263 S. Stewart Street
 Carson City, Nevada 89712

BRIAN SANDOVAL
 Governor

SUSAN MARTINOVICH, P.E., Director

June 14, 2012

In Reply Refer to:

Christina Gibson, President
 Saratoga Meadows Neighborhood Association
 2513 Callita Ct.
 Las Vegas, NV 89102

Subject: Project NEON Comments from February 8, 2012 Meeting

Ms. Gibson:

Thank you for your interest and comments regarding Project Neon. The Nevada Department of Transportation (NDOT) is dedicated to providing a better transportation system for Nevada and Project Neon is an important step towards doing so.

Your complaints and issues are excerpted below with responses.

Bullet 1 *“NDOT should acquire all the land they need as well as buffer zones and immediately rehabilitate neighborhoods that will be experiencing loss of houses.”*

NDOT is pursuing a unique contracting mechanism for the demolitions of vacant parcels to address this issue. CMAR or Construction Management At Risk would allow the Department to engage a single contractor early on in the process for all the necessary site clearing activities. The use of this method will provide the best opportunity to remove buildings and clear the lots with the least disruption to the rest of the neighborhood. In addition, depending on the work being done in the area, NDOT may be able to require the same contractor to construct walls and landscaping to restore the neighborhood as quickly as possible.

Bullet 2 ... *“NDOT should evaluate the residents negatively impacted by the project and compensate them accordingly.”*

NDOT is constrained by federal law regarding the compensation to property owners. Impacts and inconveniences during project construction will be minimized or eliminated wherever practical.

Bullet 3 ... *“Neighborhood disclosure.....residents of Saratoga Meadows and Glen Heather have heard rumors that the land being acquired in their neighborhoods will be used to store equipment and as staging areas for construction.....”*

NDOT cannot prevent rumors from occurring. The Department is committed to continuing its outreach program to community groups, residents and businesses affect by Project Neon to help minimize their occurrence. In addition, the project hotline, website, Face book page and Twitter feed are also available to communicate with the project team and address any rumors that might spring up. Please see the contact information provided below to make use of them at your convenience.

Phone: (702) 486-0486
 Website: <http://www.ndotprojectneon.com/index.html>
 Facebook Page: <https://www.facebook.com/NDOTProjectNeon>
 Twitter Site: <http://twitter.com/#!/ndotprojectneon>

Regarding the neighborhood equipment storage and staging area rumor, no properties are being acquired solely for the purpose of equipment storage and/or staging. It can be reasonably expected that when construction is occurring upon or immediately adjacent to acquired property, that equipment, workers, and materials will occupy the property for the duration. At this time, it is expected that the primary project staging area south of Charleston Blvd will occur on the east side of I-15.

We hope these responses address your concerns. We look forward to continuing our dialogue as Project Neon progresses.

If you have any further questions, you can reach me at 775-888-7742 or by e-mail at cmortensen@dot.state.nv.us.

Sincerely,



Cole Mortensen, P.E.
Senior Project Manager

cc:

Greg Novak, FHWA

Del Abdalla, FHWA

Steve Cooke, NDOT

John Taylor, CH2M HILL

Victor M Mendez, FHWA

Harry Reid, United States Senator

Dean Heller, United States Senator

Shelley Berkley, Congresswoman, 1st District of Nevada

Brian Sandoval, Governor of Nevada

Lois Tarkanian, City Councilwoman
City of Las Vegas



BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

June 13, 2012

Ms. Danielle DeVita, Vice President - Development
Simon/Chelsea Las Vegas Development, LLC
105 Eisenhower Pkwy
Roseland, NJ 07068

RE: Project NEON Comments following the February 8, 2012 Public Hearing and the April 12, 2012 meeting to discuss the submitted comments.

Ms. De Vita:

The purpose of this letter is to formally respond to the comments you submitted in your March 1, 2012 letter regarding the concept presented in the February 8, 2012 Public Hearing for Project NEON and to recap our meeting on April 11, 2012 to discuss the submitted comments. Thank you for providing us these opportunities to respond to your concerns.

The letter submitted on March 1, 2012 included 5 bulleted questions and concerns for consideration.

Bullet 1 *".....NDOT is projecting an increase of roughly 9,000 vehicles per day. We doubt the accuracy of the projections given the reassignment of vehicle trips. We would appreciate the opportunity to review any additional available information that supports the DOT's estimate."*

We provided the Synchro files to your consultant on 3/20/2012. There are a few other things to consider regarding the traffic analysis. The first, as we discussed in the April meeting, is that the RTC is going through a regional model update which is expected to adjust the growth forecasts downward. The second consideration is that the diagnostic review of the at grade Oakey/Union Pacific Railroad (UPRR) intersection concluded that the grade separation should remain in the project. This will result in two parallel routes between Industrial and Martin Luther King Blvd which fully grade separate Charleston, I 15 and the UPRR with a total of 4 connections across I 15 (Commerce, Symphony Parkway, Alta, and Oakey). This should further enhance the distribution of traffic in the ultimate condition.

Bullet 2 *".....We fail to see how the DOT's traffic estimates could possibly take into account the anticipated traffic from the Symphony Park project. Has this future traffic been accounted for in the projections? Is the additional traffic that will be generated within Syphony Park accommodated for with the new alternative? Will through traffic displace all remaining capacity on Grand Central?"*

The RTC model volumes, and consequently the Project Neon Traffic Report volumes, do include the Symphony Park (Union Park 61 acres mixed-use) developments. Additionally the Traffic Report volumes include the defunct Pulse development. Other developments that are included in the model volumes are the World View Towers (1180 units), Grand Central Center (816 units), and World Jewelry Center (1.12 million square feet). The level of service of D was maintained through 2030 at all intersections on Grand Central which indicates that sufficient capacity is available on Grand Central Parkway.

Bullet 3 *"Given the additional through traffic on Grand Central Parkway, will widening of Grand Central be required to maintain the current and future levels of service? If so, has the additional construction and right-of-way costs been considered relative to the project presented in the FEIS? How will the widening of Grand Central Parkway impact the LVPO? We are concerned that a significant increase in through traffic will result in severe traffic congestion in the area of Grand Central and Bonneville, ultimately deterring customers from travelling to the LVPO."*

Widening of Grand Central Parkway is not required to achieve a Level of Service D for design year traffic. This fact coupled with expanded connectivity to the popular express bus service via the Grand Central-Industrial Connector as well as the new HOV interchange just south of Charleston provides promising long term access to LVPO and the rest of the Symphony Park redevelopment area.

Bullet 4 *".....Will outdoor air quality be degraded by the diversion of through traffic to the surface street system, particularly in the area of Grand Central and Bonneville? We are concerned that severe traffic congestion may result in an unpleasant experience for our customers due to poor air quality adjacent to the LVPO. Will the Regional Transportation Commission's analysis of air quality or the Project Neon ROD be updated to reflect the new alternative?"*

The carbon monoxide (CO) hot spot analysis presented in the Final EIS shows that CO concentrations near the six worst case (most congested) intersections are below the National Ambient Air Quality Standards (NAAQS) of 35 ppm for a 1-hour period and 9 ppm for an 8-hour period. The NAAQS were developed by USEPA to protect public health, and modeled concentrations below the NAAQS show that public health in the project area would not be adversely affected by Project NEON. CO concentrations away from the modeled intersections, at locations like LVPO, would be expected to be less than the maximum modeled concentrations, especially in an indoor environment.

The CO hotspot analysis was rerun in 2012 to evaluate the design changes proposed in Phase 1, including on Grand Central Parkway. Of the six worst intersections evaluated, the closest is Alta and MLK. The results of the 2012 CO analysis, which are found in Table 1 below, are below the NAAQS of 35 ppm for a 1-hour period and 9 ppm for an 8-hour period.

TABLE 1
Maximum Carbon Monoxide Concentrations at Hot Spot Intersections

Intersection	Concentration (ppm)			
	Pref. Alt. 1-hour	No-Build 1-hour	Pref. Alt. 8-hour	No-Build 8-hour
Sahara and Rancho	11.2	11.2	8.5	8.5
Sahara and NB Ramp	10.9	11.1	8.3	8.5
Bonneville and Main	8.4	8.4	6.6	6.6
Alta and MLK	9.2	9.4	7.1	7.3
Carbon Monoxide NAAQS	35	35	9	9

Source: 2012 CAL3QHC Model Results.

Results apply to the Preferred Alternative, which includes the MLK/Industrial Connector equivalent.

The results include 1-hour background concentration of 6.6 ppm and 8-hour background concentration of 5.3 ppm, the maximum carbon monoxide concentrations measured in Clark County during the most recent 3 years, at 2501 Sunrise Avenue monitoring station.

Bullet 5 ".....Has NDOT considered removing or postponing any other aspects of Project Neon that would create available funds for constructing the Connector?"

The City of Las Vegas is primarily responsible for funding the Project Neon local street improvements which would have included the MLK-Industrial connector. City staff contributed to the Value Analysis proposal for the new equivalent concept. One of the reasons the City is in support of the new concept is the fact that the new Grand Central to Industrial connection is within the City's fiscal ability to fund, and it provides better connectivity from the resort corridor to the City's redevelopment area. The original MLK-Industrial connection concept was cost prohibitive for the City to implement.

We hope these responses address your concerns. We look forward to continuing our dialogue as Project Neon progresses.

If you have any further questions, you can reach me at 775-888-7742 or by e-mail at cmortensen@dot.state.nv.us.

Sincerely,



Cole Mortensen, P.E
Senior Project Manager

cc:

Greg Novak, FHWA

Del Abdalla, FHWA

Steve Cooke, NDOT

John Taylor, CH2M HILL

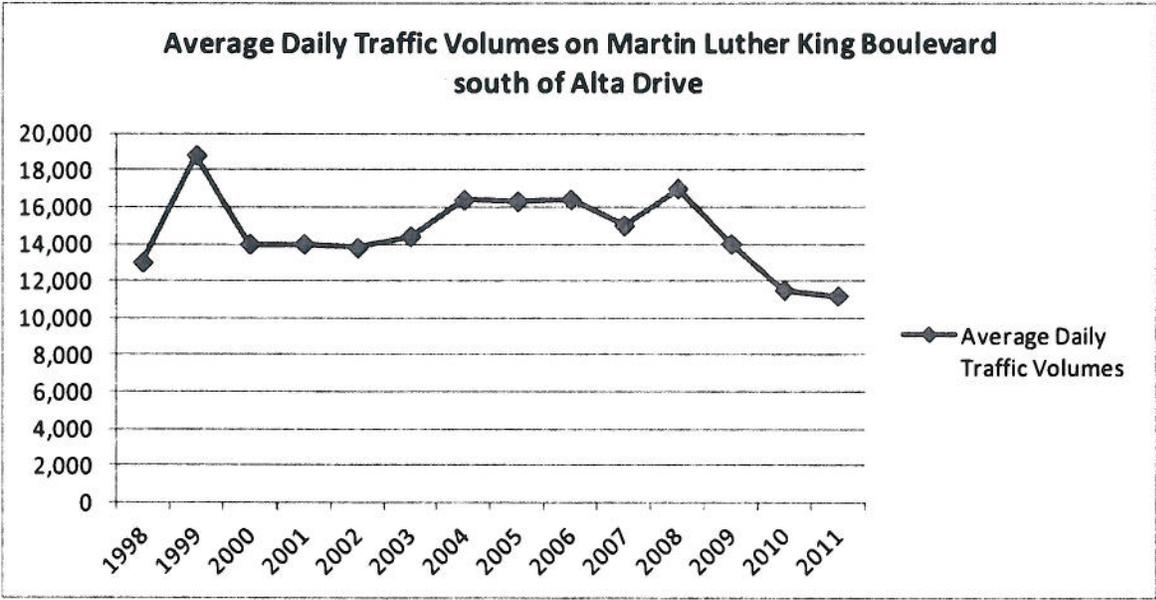
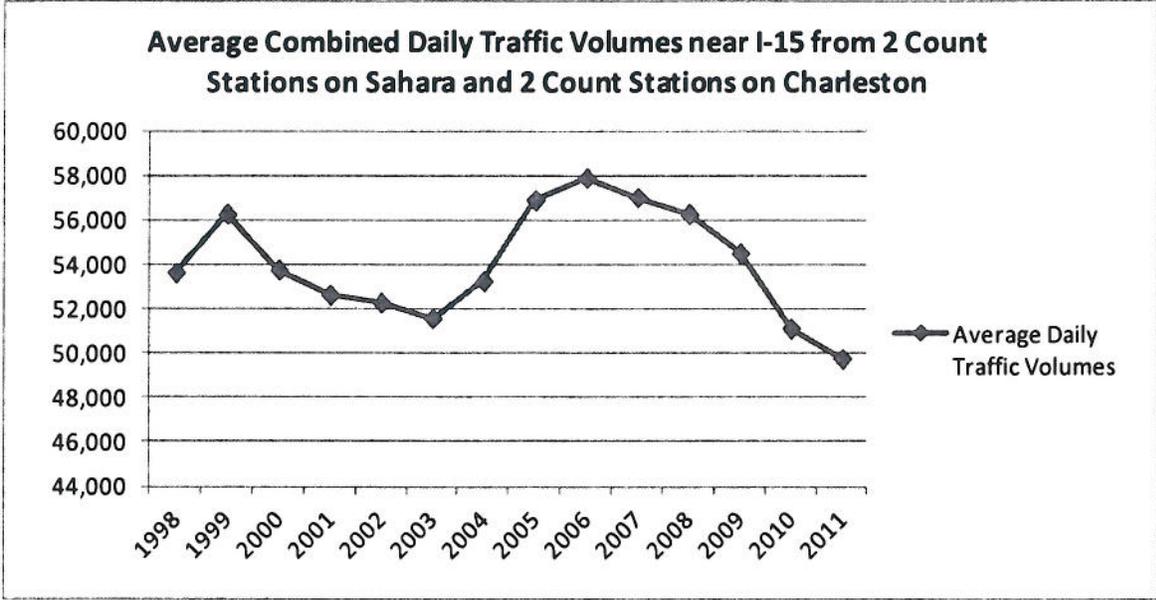
Jennifer Lazovich, Esq.

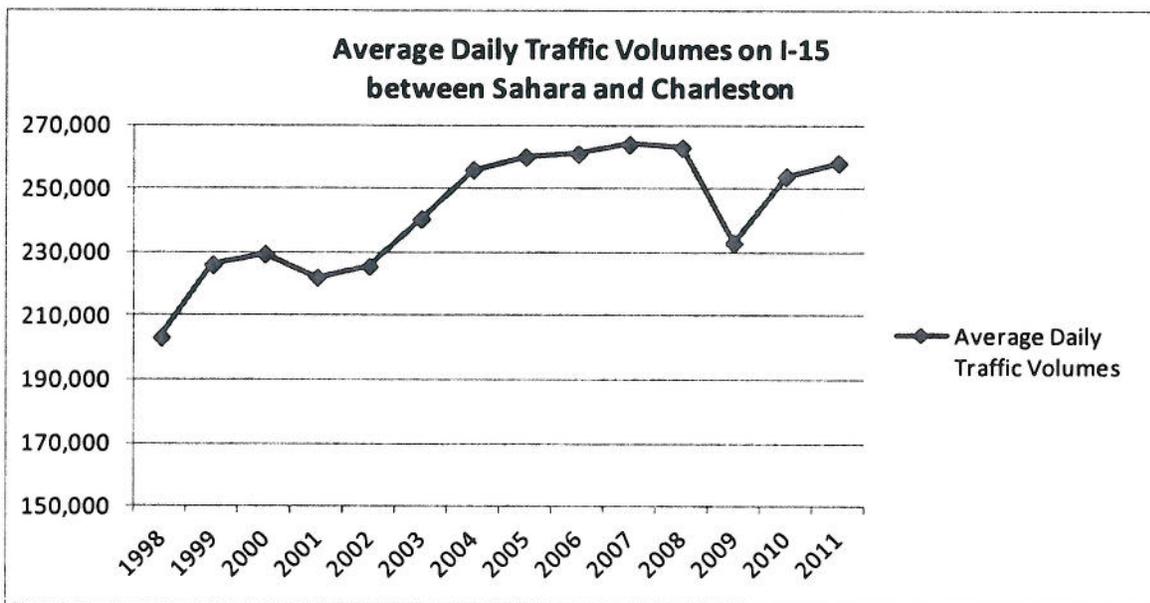
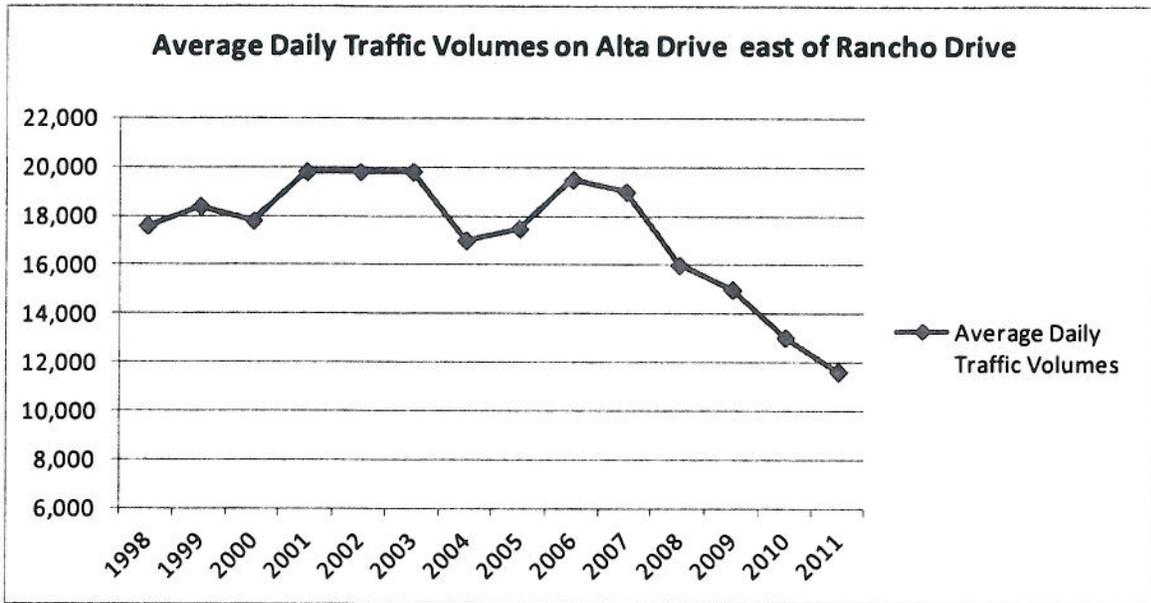
John Villapiano, Premium Outlets

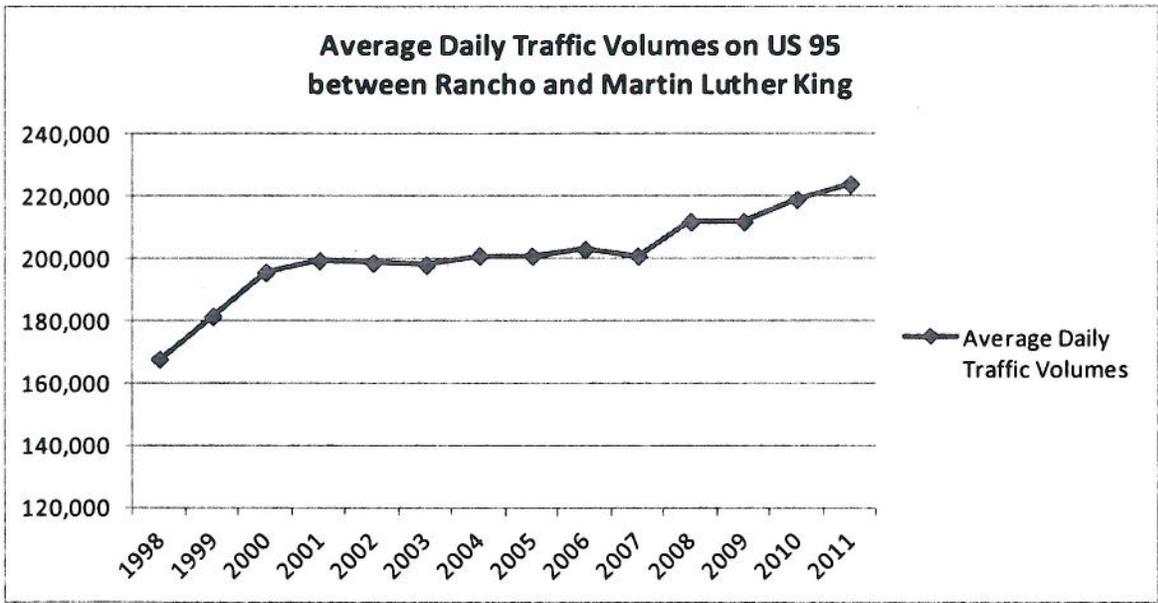
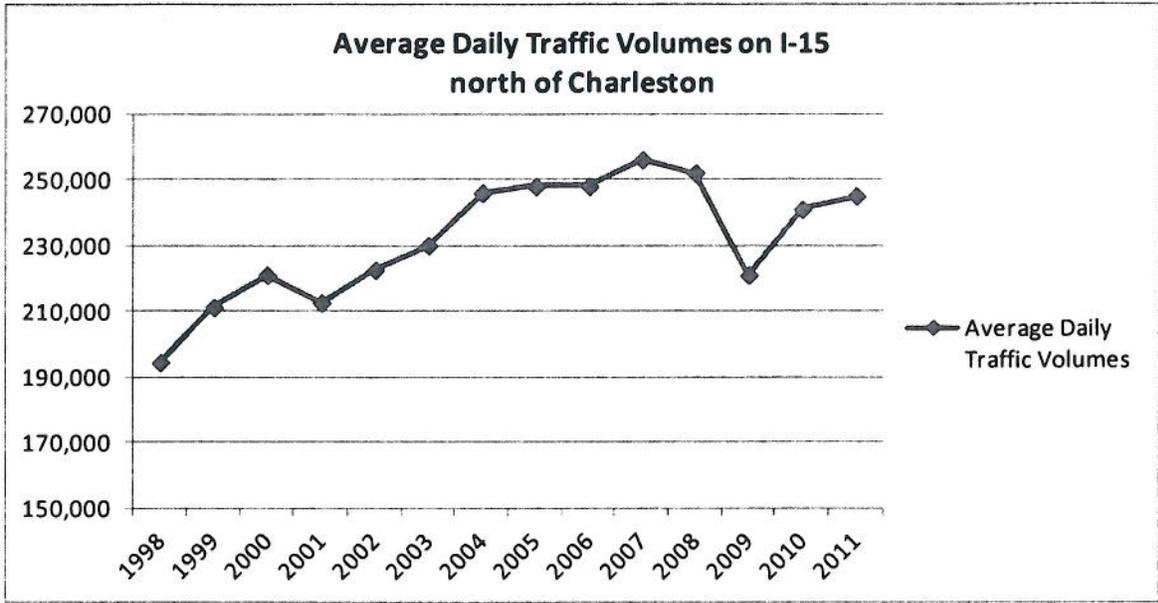
Historical Daily Traffic Volumes - Vicinity of Project NEON

Location	Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
30084 SR159 250' east Charleston Interchange		40,000	45,200	46,000	46,000	44,600	44,600	48,500	45,000	50,000	50,000	51,000	49,000	46,300	44,067
30295 SR159 300' east of Rancho		39,000	43,600	43,500	43,500	43,500	42,200	39,500	37,000	37,500	40,000	39,000	38,000	36,000	34,667
30560 Wyoming Ave. 250 ft. west of Industrial		18,700	18,000	17,400	21,000	21,000	21,000	16,000	19,200	17,800	17,000	15,000	14,000	12,640	12,300
30559 Oakley 0.3 mi. east of SR599 (Rancho)		15,900	16,200	19,200	19,200	11,800	12,600	13,400	15,000	15,800	14,000	13,000	13,000	8,400	6,867
32279 Oakley 0.1 mile east of LVB								8,300	7,950	8,300	9,000	8,500	8,500	7,550	6,600
30619 MLK 0.2 mi. south of Alta		13,000	18,800	14,000	14,000	13,800	14,400	16,400	16,300	16,400	15,000	17,000	14,000	11,500	11,191
30080 SR589, E Sahara, 0.2 mi west of Rancho		59,500	59,900	50,500	49,000	49,000	49,000	52,000	66,000	68,500	65,000	61,000	59,000	55,250	52,000
30286 E Sahara, 0.2 mi west of SR604 (LVB)		76,000	76,300	75,000	72,000	72,000	70,500	73,000	79,500	75,500	73,000	74,000	72,000	66,941	68,260
31092 Alta Dr 0.4 mi east of Rancho		17,600	18,400	17,800	19,800	19,800	19,800	17,000	17,500	19,500	19,000	16,000	15,000	13,029	11,635

Location	Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
300074 I-15 south Of Sahara		195,500	217,600	227,000	219,600	224,250	235,700	245,000	251,000	257,000	261,000	259,000	229,500	250,200	254,400
31210 I-15 Sahara to Charleston		203,200	226,000	229,500	222,100	225,500	240,585	256,000	260,000	261,000	264,000	263,000	233,000	254,000	258,200
30092 I-15 north of Charleston		194,400	211,200	221,000	212,600	222,650	230,000	246,000	248,000	248,000	256,000	252,000	221,000	241,000	245,000
30289 US 95 between Rancho and MLK		167,800	181,600	195,700	199,430	198,700	198,000	201,000	201,000	203,000	201,000	212,000	212,000	219,000	223,906
30322 US 95 between Rancho and Valley View		162,100	178,300	188,400	190,840	190,600	186,800	190,000	190,000	192,000	189,000	201,000	202,000	210,723	215,443









BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:

June 13, 2012

Mr. Stephen Grogan, President
Scotch Eighties Neighborhood Association
840 S. Rancho Dr. #4-337
Las Vegas, NV 89106

Subject: Project NEON Comments from February 8, 2012 Meeting

Mr. Grogan:

Thank you for your interest and comments regarding Project Neon. The Nevada Department of Transportation (NDOT) is dedicated to providing a better transportation system for Nevada and Project Neon is an important step towards doing so.

Your concerns are excerpted below with responses.

".....We would request that this same level of promise and attention to noise mitigation during construction and at the completion of each project phase be fully adopted and incorporated into the proposed changes to the Project Neon design currently under consideration."

The new concept does not alter NDOT's commitment to mitigate noise impacts with each phase. Each phase will include appropriate soundwalls to mitigate freeway noise impacts.

Unfortunately, some noise disturbance during construction is practically unavoidable. However, NDOT is committed to minimizing this disturbance. NDOT will ensure that the contract that goes to bid will include provisions that restrict night work near residential areas. As an added precaution, NDOT will also ensure that the planned sound walls will be installed early on in the project, helping to mitigate and buffer any construction noises as well as dust and debris from the project site.

".....It is our understanding and hope, that in the proposed project design, between Charleston and Silver, sufficient sound walls will be proactively and sufficiently incorporated into the design both on MLK and the freeway in this area."

NDOT and the Federal Highway Administration (FHWA) are committed to mitigating noise impacts to residents along I-15. Sound walls along the freeway are planned all along the west side of the freeway in the area you referenced.

The City of Las Vegas is primarily responsible for implementing the Martin Luther King Blvd extension. Sound walls are only provided adjacent to freeway facilities. The City does not typically provide sound walls along its streets.

".....First, unfortunately, the vast majority of information provided by Project Neon regarding the proposed project change is focused on Phase 1, and very little details is provided on the specifics of subsequent phases or the ultimate project design.

In addition, the ultimate project design graphic/map is difficult to read/understand. Also, we could not find any information on what the direct or indirect traffic or other impacts will be on adjacent neighborhoods due to the redesign of Martin Luther King south.

It is also unclear on the ultimate design map, if there will be an exit directly onto Charleston from Martin Luther King south, or if those travelling south on MLK wishing to get off onto Charleston will need to exit early – north of Charleston on Alta or Bearden or Hastings, or exit late – south of Charleston on Ellis.

If there is not an exit from MLK south onto Charleston, has the project team measured the increased traffic count/impact on Alta, Bearden, Hastings and Ellis? If so, what are those impacts? We are particularly concerned with the added traffic flow on Ellis, and the resulting potential impact on our neighborhood....."

We have prepared a new graphic for the ultimate condition and included it with this response to address your concerns regarding the exhibits presented in the public hearing.

The current concept does not include a ramp to Charleston Blvd. The City of Las Vegas will be primarily responsible for implementing the Martin Luther King Blvd (MLK) extension to Oakey. At the time of design, they may consider design modifications which could include changes to access. These changes can include access modifications such as the ramp you suggested.

Similarly, modifications to address your concerns regarding potential Ellis traffic could be developed during design as well. For instance, the Ellis/MLK intersection could simply be replaced with a cul de sac to eliminate these concerns entirely.

The direct response to your question regarding projected traffic volumes is the number of vehicles estimated on Ellis was approximately 300 in the peak hour in the year 2030. The Southern Nevada Regional Transportation Commission is developing an update to the entire traffic model for the Las Vegas Area. That model will provide a more definitive estimate of potential future traffic volumes due to the more comprehensive nature of the study. It will not be complete until next spring; however that should be far in advance of additional design development of the MLK extension.

We hope these responses address your concerns. We look forward to continuing our dialogue as Project Neon progresses.

If you have any further questions, you can reach me at 775-888-7742 or by e-mail at cmortensen@dot.state.nv.us.

Sincerely,



Cole Mortensen, P.E.
Senior Project Manager

cc:

Greg Novak, FHWA

Del Abdalla, FHWA

Steve Cooke, NDOT

John Taylor, CH2M HILL



BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

SUSAN MARTINOVICH, PE., *Director*

In Reply Refer to:

June 13, 2012

Messrs. Lawrence Sands and John Middaugh
Southern Nevada Health District
P.O. Box 3902
Las Vegas, NV 89127

Subject: Project NEON Comments from February 8, 2012 Meeting

Gentlemen:

In your March 9, 2012 letter you expressed three concerns about the effects of constructing Project NEON on your facility. You noted that the dust created by Phase 1 construction could increase the loading on your facility's HEPA filters resulting in reduced life expectancy for those filters and increasing the replacement operations. Your letter further stated that the predicted increase in traffic volumes on Martin Luther King Boulevard in Phase 2 would result in exhaust levels from idling traffic that may have a deleterious effect on the health of laboratory staff. The increased traffic volumes were also thought to make it more difficult for trucks delivering supplies to the laboratory to safely enter and exit Martin Luther King Boulevard.

Concerning the generation of dust in Phase 1 and its potential impact on the laboratories filters, your assessment that the proposed construction (HOV lanes, HOV connection to local street network, and the Grand Central Parkway/Industrial Road Connector) would be downwind of your facility is accurate. However, as you are aware, we are relying on more than prevailing wind direction to control dust during construction. The text below, which is found on page 3-76 of the Final Environmental Impact Statement, lays out the framework for our approach to dust control. As we get closer to project construction, a specific plan will be developed that identifies specific activities to be followed. We would be happy to share the dust control plan with you, and we will coordinate with you during construction to determine whether in fact you are experiencing changed conditions in spite of the dust suppression activities. At that point, we together may be able to identify the source of the problem and put a solution in place.

Impacts associated with fugitive dust generated by construction would be mitigated by standard dust control measures. Such measures include frequent watering of construction sites with large expanses of exposed soil, watering debris generated during the demolition of existing structures, washing construction vehicle tires before they leave construction sites, and securing and covering equipment and loose materials before transport. Dust control during construction would be accomplished in accordance with the latest version of NDOT's Standard Specifications for Road and Bridge Construction, which requires the application of water or other dust control measures during road construction. Furthermore, as required by the Transportation Control Measures of the 2001 PM₁₀ SIP, the construction would comply, as applicable, with Transportation Construction Rules 90-94 (Clark County Air Quality Regulations Sections 90-94).

We have examined the issue of exhaust from idling vehicles on Martin Luther King Boulevard adversely affecting the health of laboratory staff. It is our position that air emissions due to increased traffic would not cause any health effects to laboratory staff. The Final EIS includes a quantitative analysis of carbon

monoxide (CO) concentrations near major intersections. The CO hot spot analysis presented in the Final EIS shows that CO concentrations near the six worst case (most congested) intersections are below the National Ambient Air Quality Standards (NAAQS) of 35 ppm for a 1-hour period and 9 ppm for an 8-hour period. The NAAQS were developed by USEPA to protect public health, and modeled concentrations below the NAAQS show that public health in the project area would not be adversely affected by Project NEON. CO concentrations away from the modeled intersections, at locations like the laboratory, would be expected to be less than the maximum modeled concentrations, especially in an indoor environment.

The CO hotspot analysis was rerun in 2012 to evaluate the design changes proposed in Phase 1, including on Martin Luther King Boulevard. Of the six worst intersections evaluated, the closest is Alta Drive and Martin Luther King Boulevard. It should be noted that the Alta Drive / Martin Luther King Boulevard intersection, which was one of the six worst intersections in the Final EIS, remains on the list, however, its traffic volume decreased from 6,755 vehicles per hour in the Final EIS to 6,165 vehicles per hour. The results of the 2012 CO analysis, which are found in Table 1 below, are below the NAAQS of 35 ppm for a 1-hour period and 9 ppm for an 8-hour period.

TABLE 1
Maximum Carbon Monoxide Concentrations at Hot Spot Intersections

Intersection	Concentration (ppm)			
	Pref. Alt. 1-hour	No-Build 1-hour	Pref. Alt. 8-hour	No-Build 8-hour
Sahara and Rancho	11.2	11.2	8.5	8.5
Sahara and NB Ramp	10.9	11.1	8.3	8.5
Bonneville and Main	8.4	8.4	6.6	6.6
Alta and MLK	9.2	9.4	7.1	7.3
Carbon Monoxide NAAQS	35	35	9	9

Source: 2012 CAL3QHC Model Results.

Results apply to the Preferred Alternative, which includes the MLK/Industrial Connector equivalent.

The results include 1-hour background concentration of 6.6 ppm and 8-hour background concentration of 5.3 ppm, the maximum carbon monoxide concentrations measured in Clark County during the most recent 3 years, at 2501 Sunrise Avenue monitoring station.

It is instructive to compare USEPA's outdoor CO standards with established indoor standards to understand Project NEON's potential for affecting laboratory workers' health. The Occupational Health and Safety Administration (OSHA), the National Institute for Occupational Safety and Health (NIOSH), and the American Conference of Governmental Industrial Hygienists (ACGIH) have set thresholds for indoor CO exposure averaged over an 8-hour workday. Table 2, which summarizes the established indoor CO limits, shows that permissible indoor limits are not as stringent as USEPA's outdoor limits. Given the difference between permissible indoor CO limits and modeled CO levels at high volume intersections in the study area, NDOT does not believe Project NEON's air quality impacts will adversely affect laboratory workers.

Table 2
Indoor Carbon Monoxide Worker Exposure Limits Compared to the National Ambient Air Quality Standards

CO Limit	Averaging Period	Limit
OSHA permissible exposure limit (PEL)	8-hour	50 ppm
NIOSH recommended exposure limit (REL)	8-hour	35 ppm

Table 2
Indoor Carbon Monoxide Worker Exposure Limits Compared to the National Ambient Air Quality Standards

CO Limit	Averaging Period	Limit
ACGIH threshold limit value (TLV)	8-hour	25 ppm
National Ambient Air Quality Standards	8-hour	9 ppm

The Final EIS also includes a quantitative analysis of Mobile Source Air Toxics (MSAT) emissions for the entire study area that shows emissions of all MSATs will decrease as a result of the project as compared to the No Build Alternative. The seven MSATs identified by USEPA, acrolein, benzene, 1,3-butadiene, diesel particulate matter, formaldehyde, naphthalene, and polycyclic organic matter, are among the national-scale and regional-scale cancer risk drivers from USEPA's 1999 National Air Toxics Assessment. The quantitative MSAT analysis for Project NEON shows that the emissions of each of these pollutants decrease as a result of the project. Estimated MSAT emissions from Project NEON's preferred alternative are less than emissions associated with the No Build Alternative because the proposed improvements will reduce traffic congestion which means vehicle engines would be operating more efficiently and produce fewer MSATs .

To address your final concern about delivery trucks being able to safely access your facility from the realigned Martin Luther King Boulevard, I have enclosed an exhibit. The proposed plan is that the Bearden Drive and Pinto Lane intersections would be signalized allowing safe access to and from your facility from the north and south and also from the interstate.

If you have any further questions, you can reach me at 775-888-7742 or by e-mail at cmortensen@dot.state.nv.us.

Sincerely,



Cole Mortensen, P.E.
Senior Project Manager

cc:

Greg Novak, FHWA
Del Abdalla, FHWA
Steve Cooke, NDOT
John Taylor, CH2M HILL