

# Downtown Access Project Public Information Meeting

August 29, 2023



1. Project Overview
2. Community Input
3. Design Alternatives
4. Alternatives Comparison
5. Proposed Mitigations
6. Next Steps
7. Q&A



**All information presented is preliminary – based on conceptual design plans – and subject to change.**

# Project Location



# Purpose

The purpose of the Downtown Access Project is to address the aging infrastructure, safety, and congestion to increase the efficiency of the movement of people, goods, and services while revitalizing and reconnecting the community.



# Need

Improvements are necessary to address the following needs:

- 1) Aging bridges
- 2) Short weave/merge distances and closely spaced ramps, and
- 3) Unacceptable delays caused by increased traffic volumes on a freeway structure that has never been widened in a City that has grown 1,000% since 1968.



# Goals

In addition to the needs, several goals were identified that further aid the development and evaluation of alternatives. They reflect topics important to the public, stakeholders, and agencies.

## RESTORE Community

- Improve Neighborhood Multimodal Mobility
- Reconnect Neighborhoods
- Enhance Public Health and Wellness

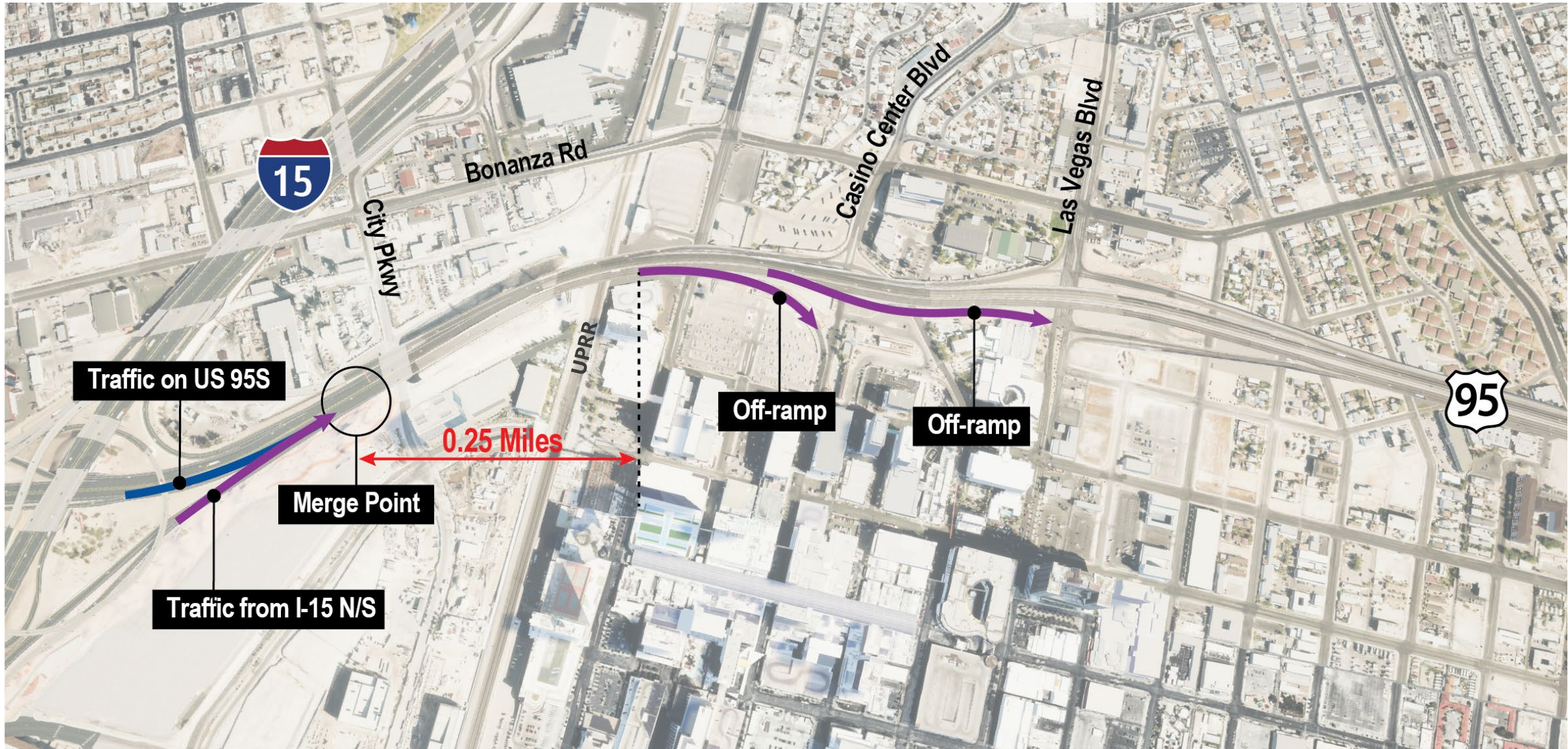
## ADVANCE Sustainability

- Improve Human and Natural Environment
- Improve Infrastructure Resiliency
- Support Economic Growth

# Project Elements

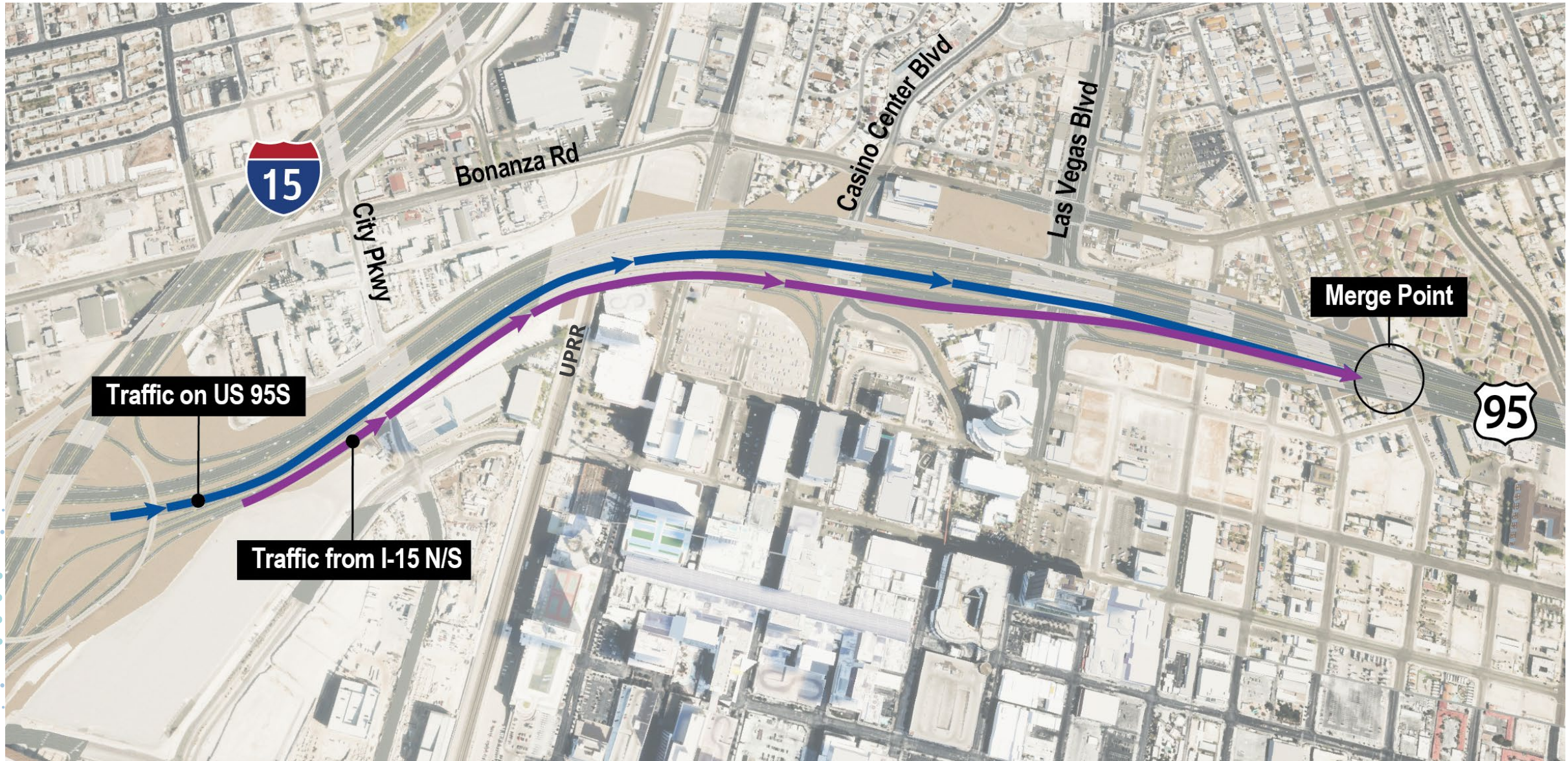
- Fix closely spaced ramps through downtown
- Add one general purpose lane and one HOV lane in each direction
- Improve bicycle/pedestrian mobility in the area
- Build community enhancement area
- Add new landscape and aesthetics

# Fix Closely Spaced Ramps (southbound)





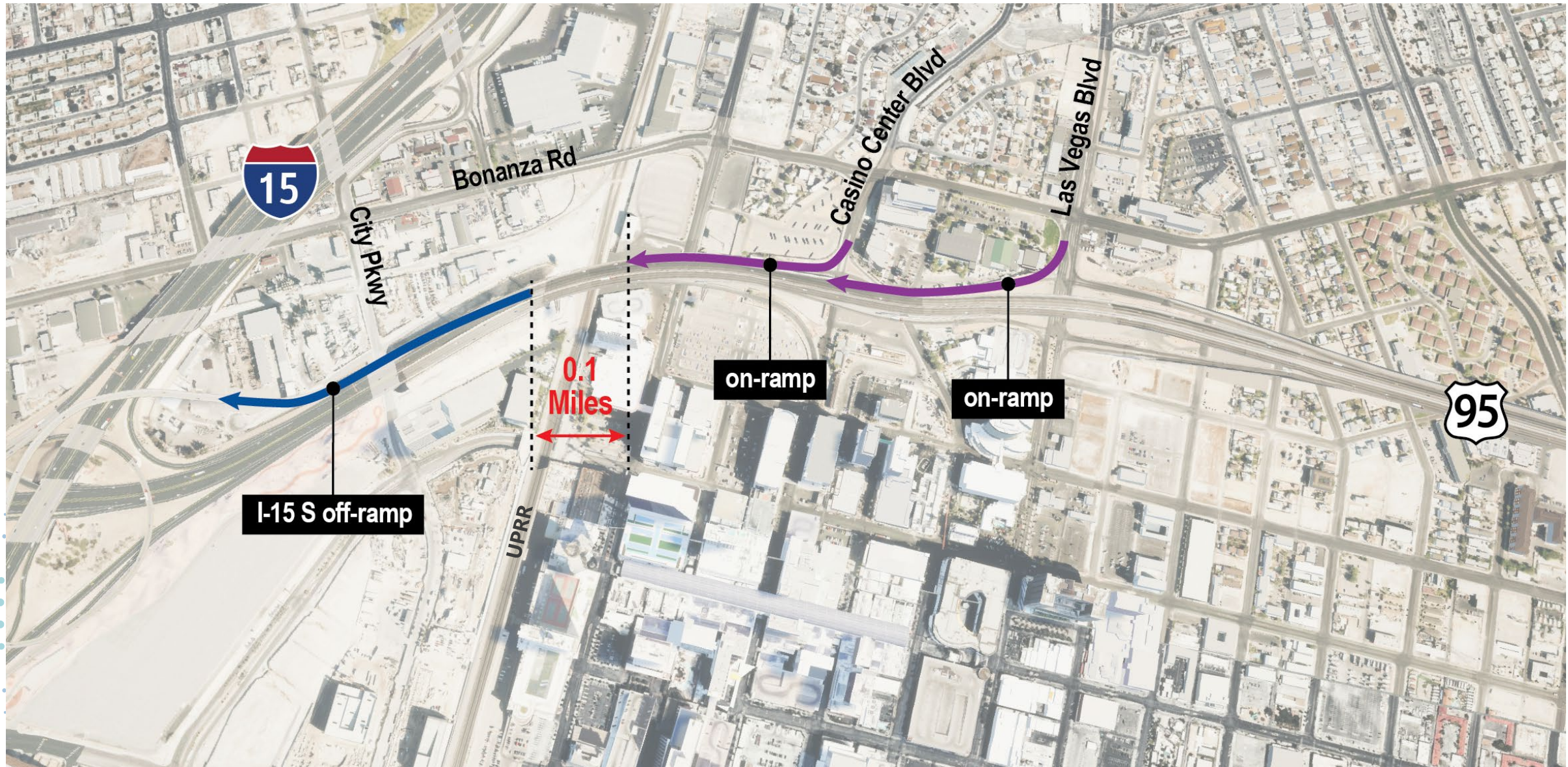
# Fix Closely Spaced Ramps (southbound)



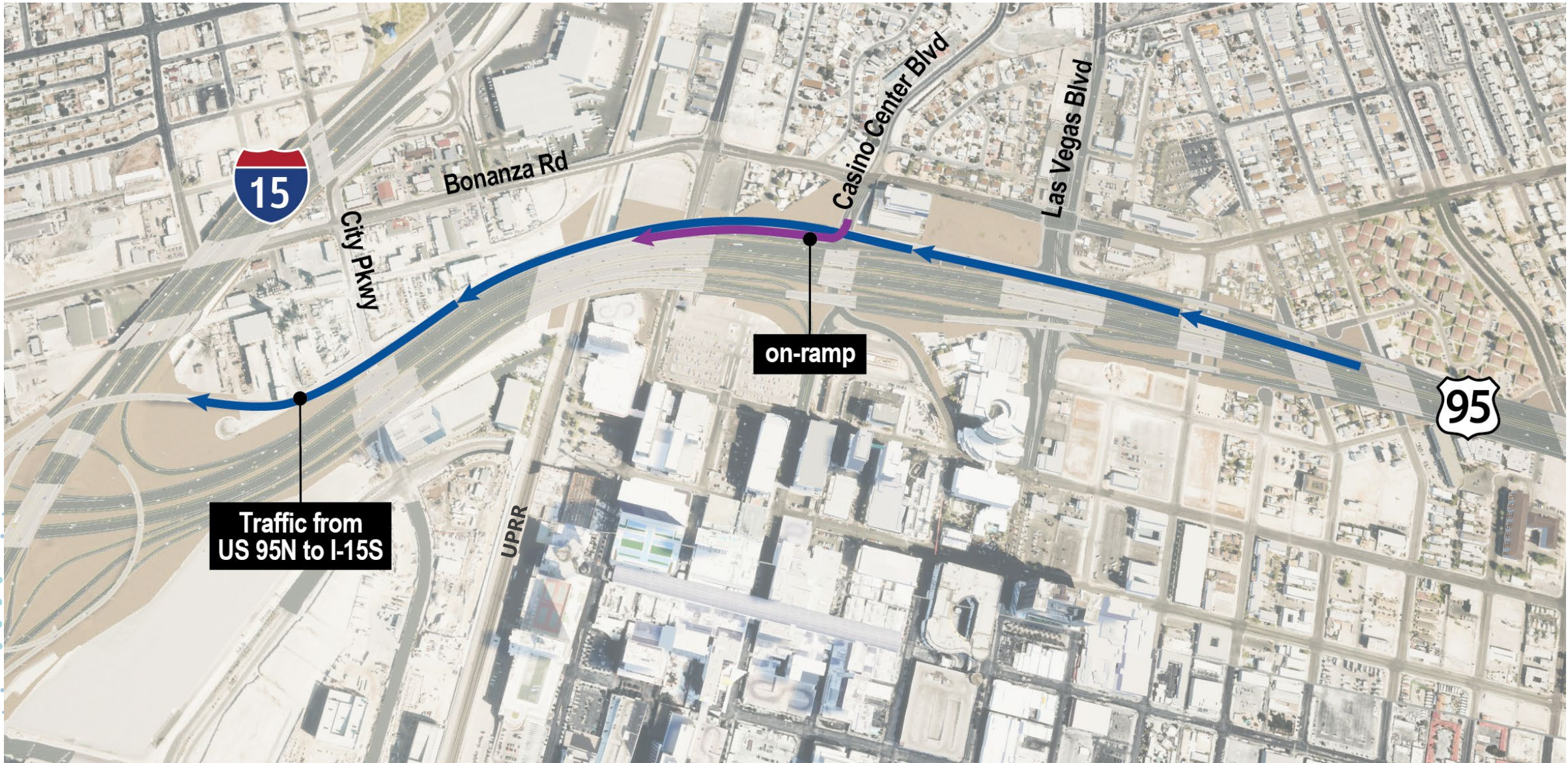
# Fix Closely Spaced Ramps (southbound)



# Fix Closely Spaced Ramps (northbound)



# Fix Closely Spaced Ramps (northbound)



# Fix Closely Spaced Ramps (northbound)



# Add Capacity

## Existing

3 general purpose lanes and 1 auxiliary lane

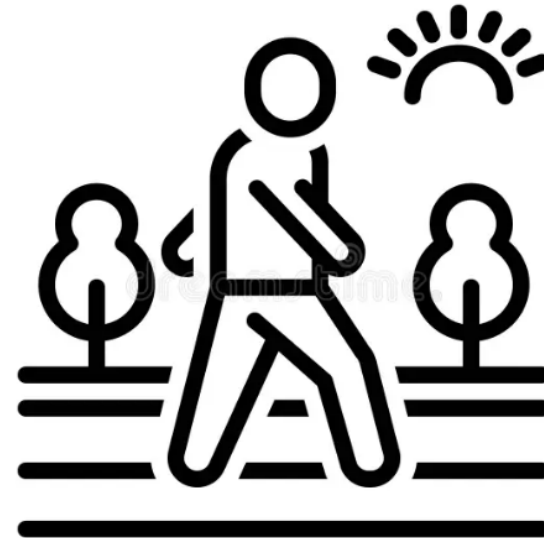
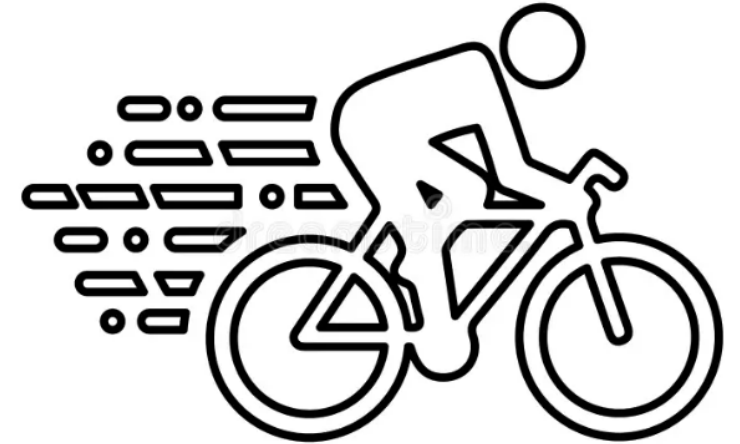
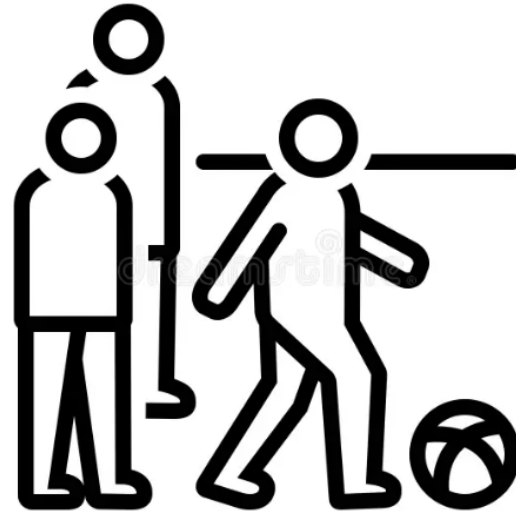
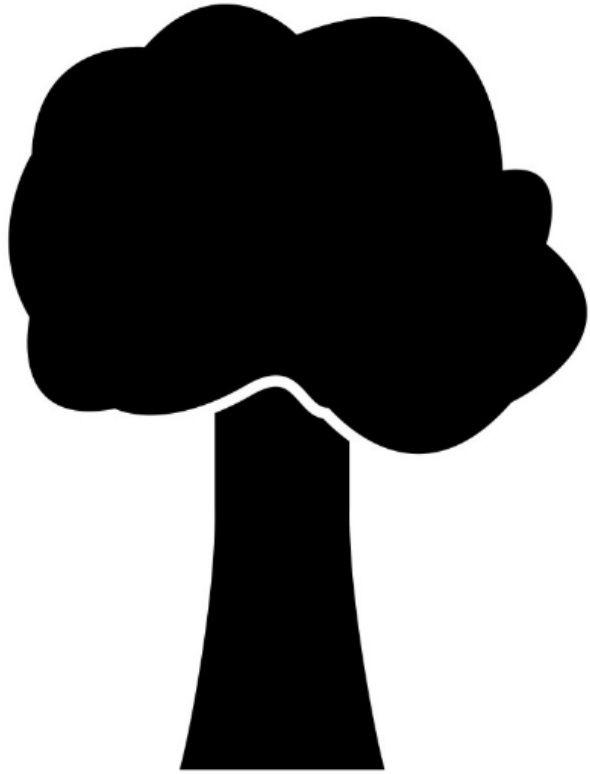


## Proposed

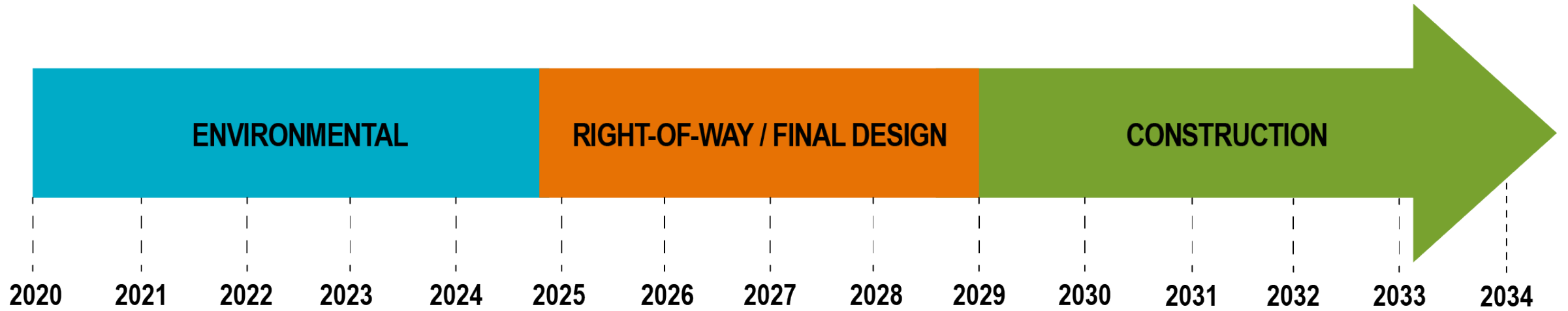
4 general purpose lanes, 1 HOV lane, 1 auxiliary lane



# Community Enhancement, Bike/Ped Mobility, Landscape and Aesthetics



# Project Schedule





# Community Input

- August 2022 – January 2023
- 15 community conversations (English & Spanish)
- ~150 participants from project area
- To better understand the community and how a new freeway might benefit those who live in the area



# Community Input Influenced New Design Alternatives

- “Make it easier to get around when you get off the freeway.”
  - Revised interchange type at Las Vegas Blvd and Eastern Ave
- “Eliminate the unused space under the freeway.”
  - Freeway built on dirt with bridges over surface streets
- “Maryland Parkway doesn’t make sense for an HOV interchange.”
  - Removed Maryland Parkway HOV interchange in all alternatives



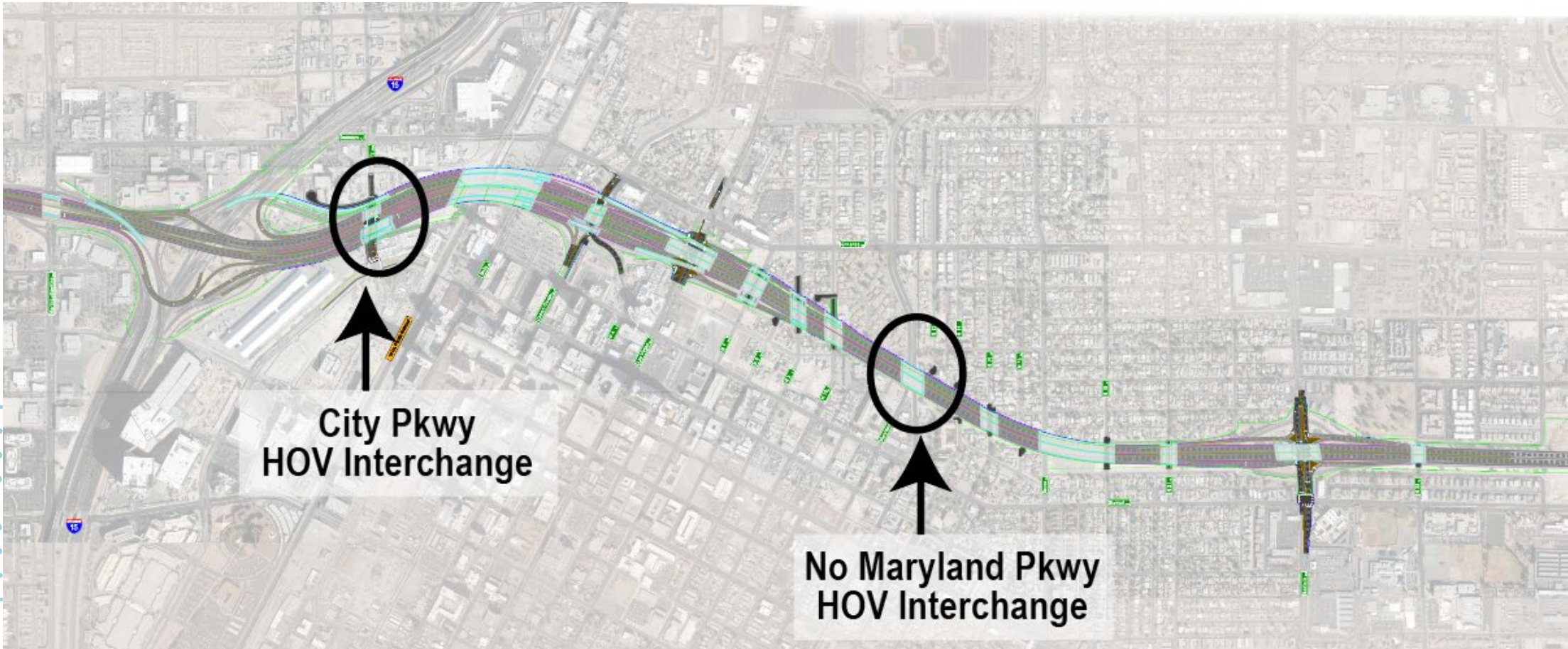
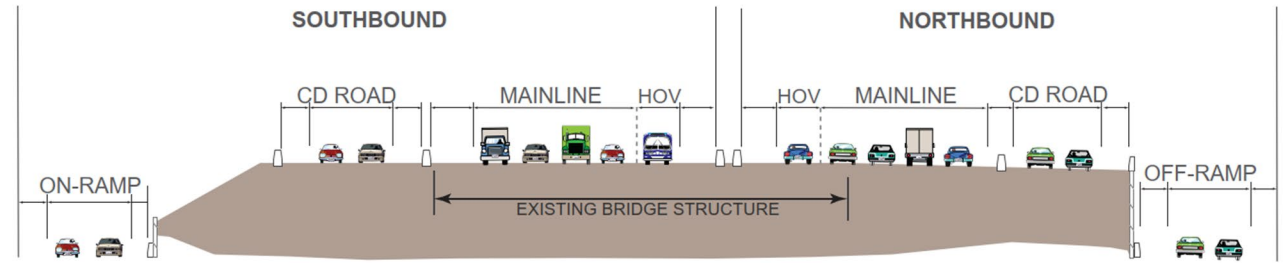
# Community Input Influenced New Design Alternatives

- “A trail adjacent to the freeway would not be inviting and difficult to maintain.”
  - Removed trail and implementing complete streets in area
- “Reduce impacts to small businesses”
  - Removed City Parkway HOV interchange in three alternatives
- “Concern for personal safety at bridge crossings”
  - Bridges over surface streets will be well lit and more open
- “Recreation space would be great”
  - Proposed community space under or over freeway

# Design Alternatives

- **Alternatives 1-3 (Recessed, North, South)**
  - Original alternatives have been eliminated due to impact on the community.
- **Alternative 4 (No Build)**
  - No improvements will be constructed.
- **Alternatives 5-8**
  - New design alternatives that reduce impact and incorporate input from the community.

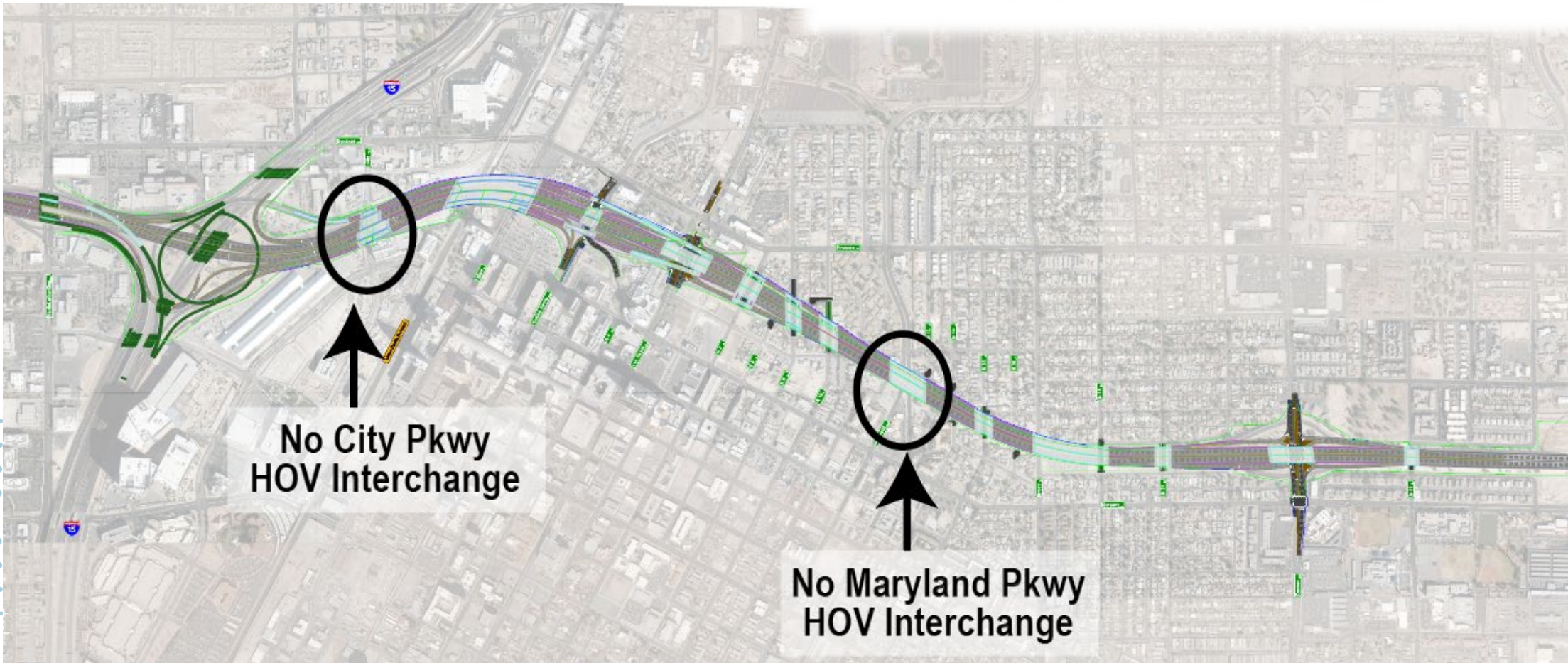
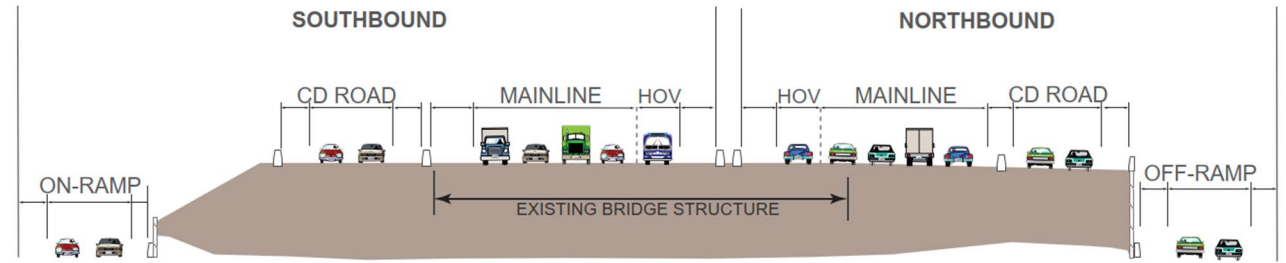
# Alternative 5 – Elevated



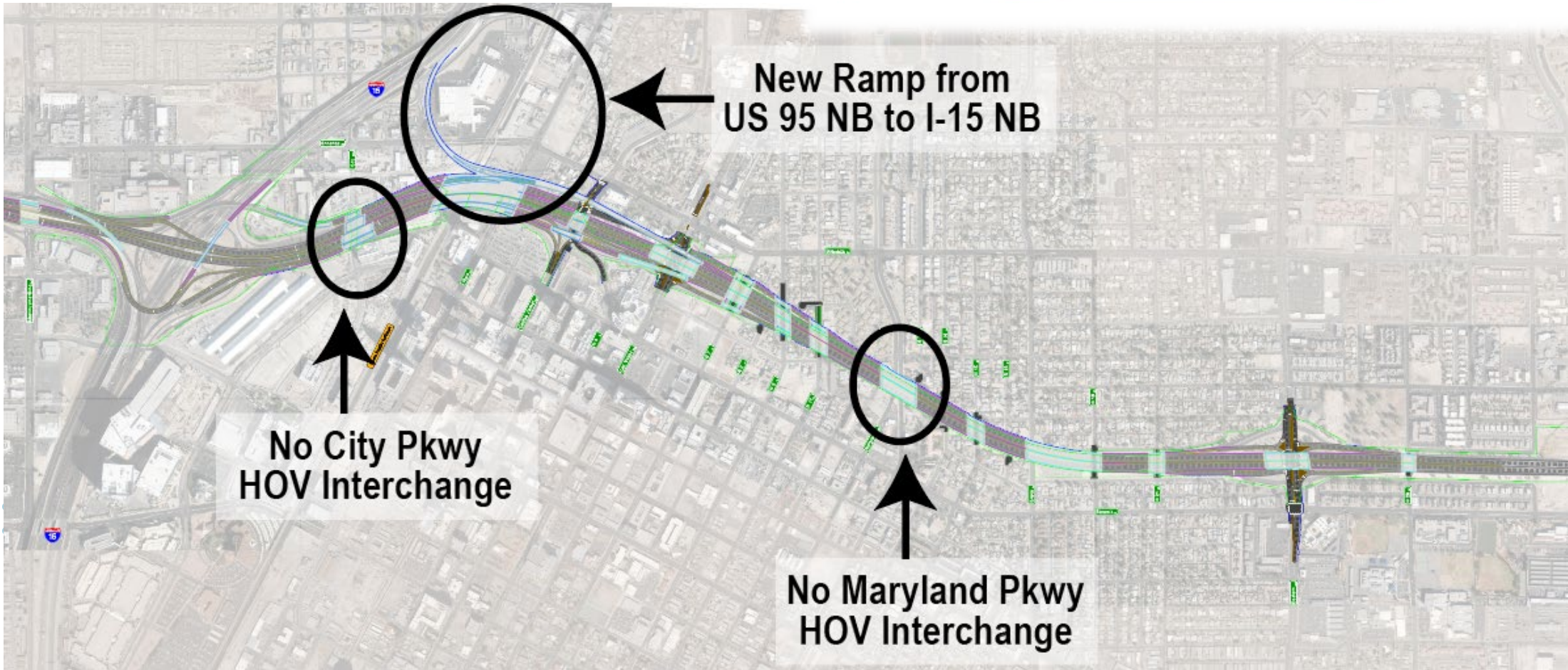
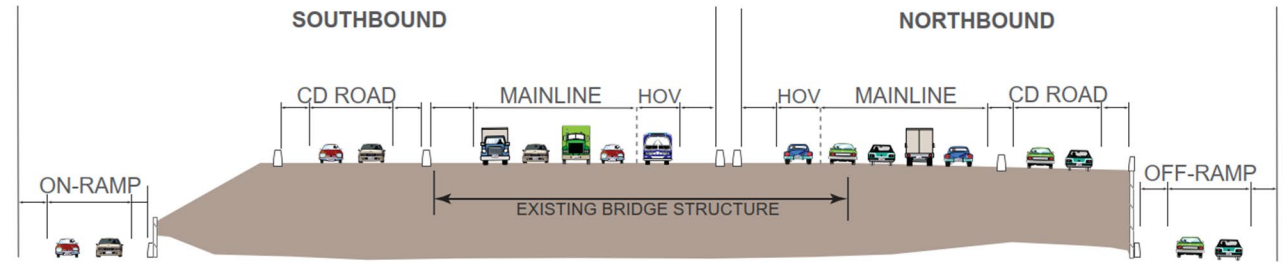
# Alternative 5



# Alternative 6 – Elevated



# Alternative 7 – Elevated





# Alternative 7: New Ramp from U.S. 95 N to I-15 N



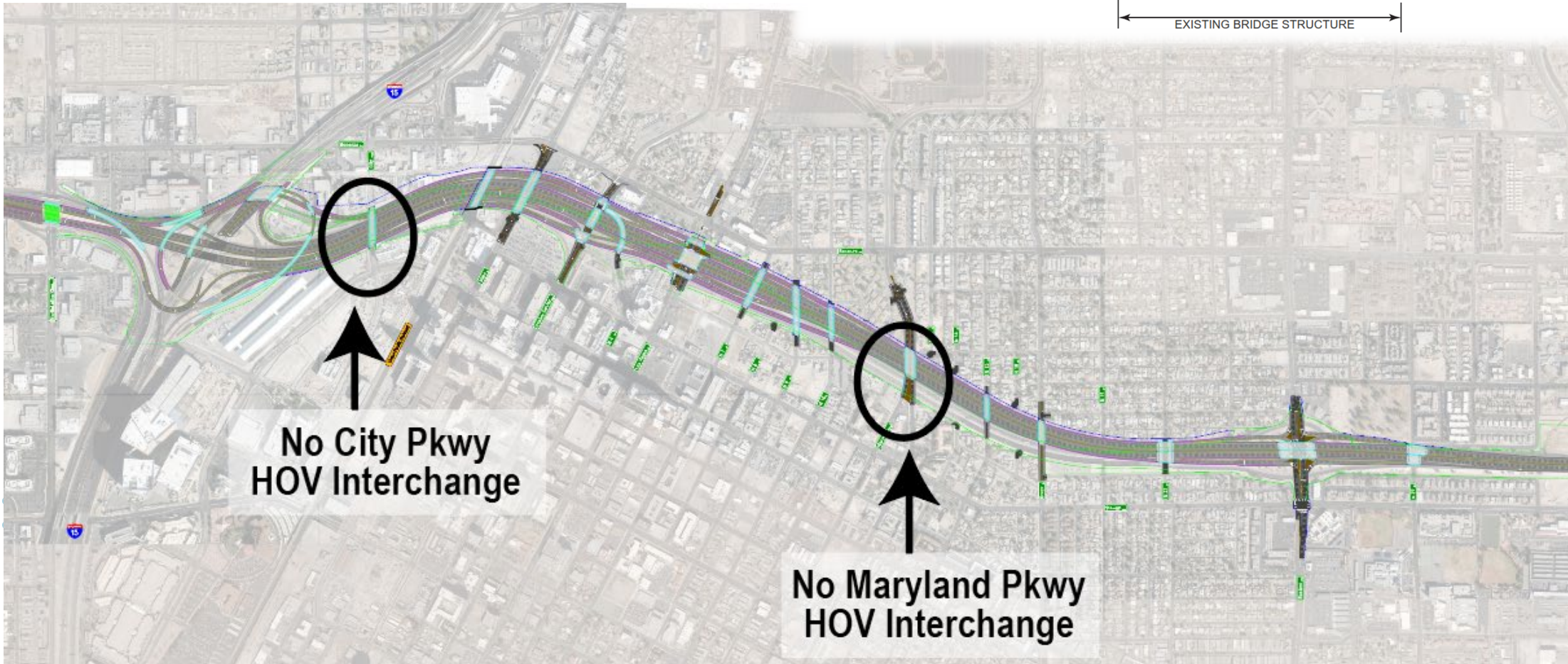
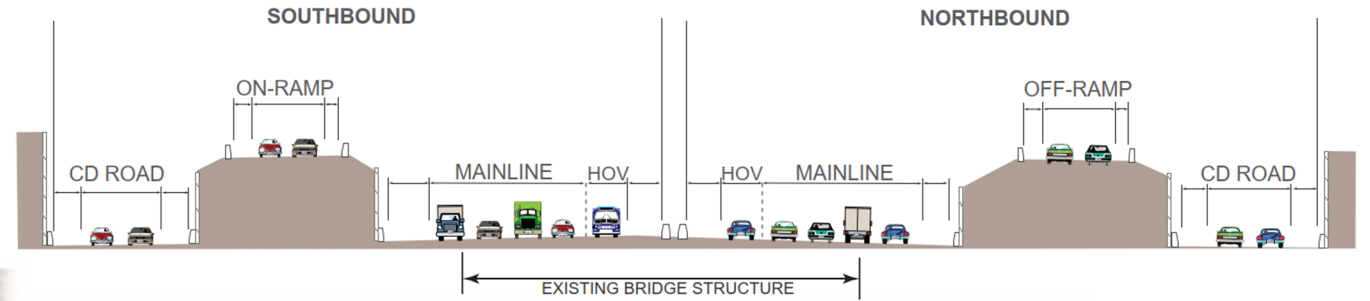
# Alternative 7: New Ramp from U.S. 95 N to I-15 N



# Alternative 7: Casino Center Access to I-15 N/S and U.S. 95 N



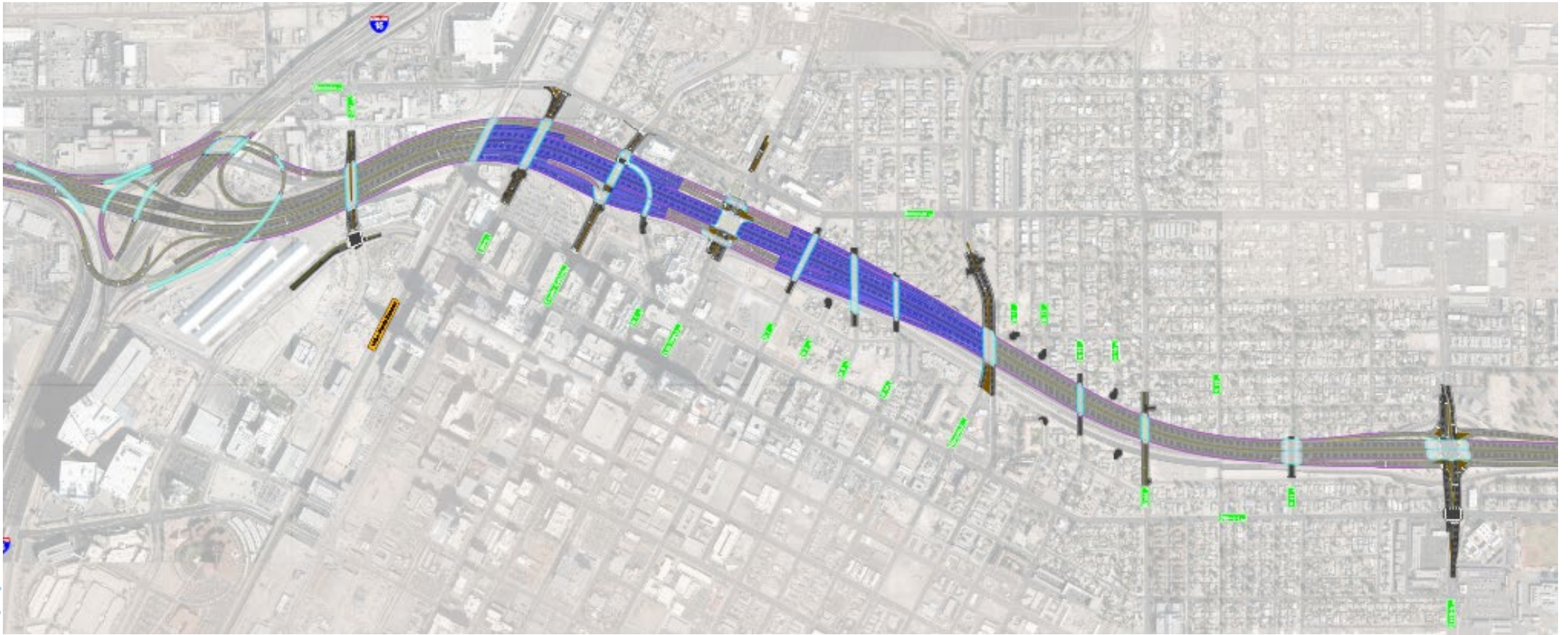
# Alternative 8 – Recessed



# Alternative 8



# Alternative 8 - Recessed: Potential to Cap



The recessed alternative creates an opportunity to cap the freeway. This exhibit shows 29 acres of potential area to cap. NDOT would construct a 5-acre cap near Maryland Parkway as part of this project (\$392 million). The remaining 24 acres could be developed by others at a cost of \$78.5 million per acre.

# Interactive Map



# Alternatives Comparison

	Alt 5	Alt 6	Alt 7	Alt 8
Elevated on Embankment (Dirt)	X	X	X	
Recessed (Below Ground Level)				X
Maryland Pkwy HOV Interchange				
City Pkwy HOV Interchange	X			
Revised US 95 Access to I-15 North			X	
Community Enhancement Under Freeway	X	X	X	
Community Enhancement on Cap				X



# Alternatives Comparison

	Alt 5	Alt 6	Alt 7	Alt 8
Cost Estimate	\$1.8 - \$2.9 Billion	\$1.7 - \$2.9 Billion	\$1.8 - \$2.9 Billion	\$3.2 - \$5.6 Billion
Estimated Time to Construct	4-6 years			5-7 years
Impact of Construction	Less Challenging			More Challenging
Maintenance Cost	Less Expensive			More Expensive

# Alternatives Comparison

	Alt 5	Alt 6	Alt 7	Alt 8
Parcels to be Acquired	86	74	80	170
Acres to be Acquired	44	30	32	80
Household Units Displaced	46	46	51	372
Businesses Displaced	11	2	3	11
Community Facilities Displaced	6	6	6	7

# Alternatives Comparison

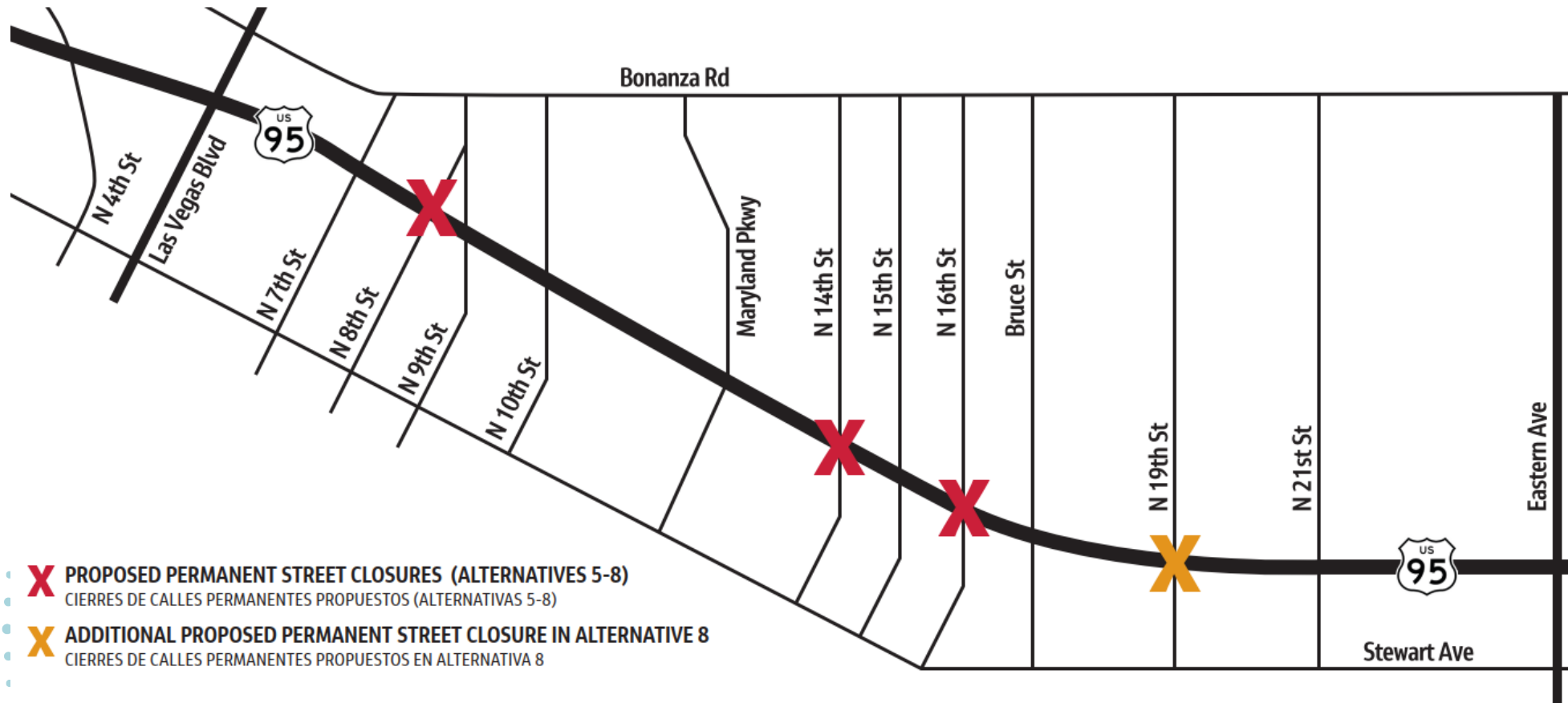
	Alt 5	Alt 6	Alt 7	Alt 8
Air Quality	No adverse impact to air quality is expected.			
Noise	NDOT will construct soundwalls, in accordance with policy, in areas where there is a noise impact.			
Historic Properties	3 historic properties affected, including 2 displaced	1 historic property affected/displaced	1 historic property affected/displaced	12 historic properties affected, including 10 displaced
Visual	Elevated freeway with soundwalls and visual barriers, per NDOT policy.			Recessed freeway with soundwalls and visual barriers, per NDOT policy.
Archaeological	0	0	0	0

# Alternatives Comparison

	Alt 5	Alt 6	Alt 7	Alt 8
Stream	New underground culvert constructed north of the freeway, between City Parkway and Casino Center Blvd.			Underground culvert that carries Las Vegas Creek to be moved north of U.S. 95 with a new culvert built south of U.S. 95 to carry water to a new detention basin near Eastern Ave.
100-Year Floodplain	0	0	0	0
Threatened and Endangered Species	0	0	0	0

# Alternatives Comparison

Proposed North/South Street Closures | *Cierres propuestos de calles norte/sur*



- X** PROPOSED PERMANENT STREET CLOSURES (ALTERNATIVES 5-8)  
CIERRES DE CALLES PERMANENTES PROPUESTOS (ALTERNATIVAS 5-8)
- X** ADDITIONAL PROPOSED PERMANENT STREET CLOSURE IN ALTERNATIVE 8  
CIERRES DE CALLES PERMANENTES PROPUESTOS EN ALTERNATIVA 8

# Alternatives Comparison

Proposed East/West Street Closures | *Cierres propuestos de calles este/oeste*



- X** ALTERNATIVES/ALTERNATIVAS 5, 6, 7, 8
- X** ALTERNATIVES/ALTERNATIVAS 5 & 8
- X** ALTERNATIVE/ALTERNATIVA 8

# What are Mitigations?

Mitigations are actions intended to offset the impact of a project.

# Proposed Mitigations from Conversation Feedback

**\$10 million**

RESOURCES FOR THE  
UNHOUSED COMMUNITY

**\$10 million**

INDOOR  
RECREATION AREA

**\$15 million**

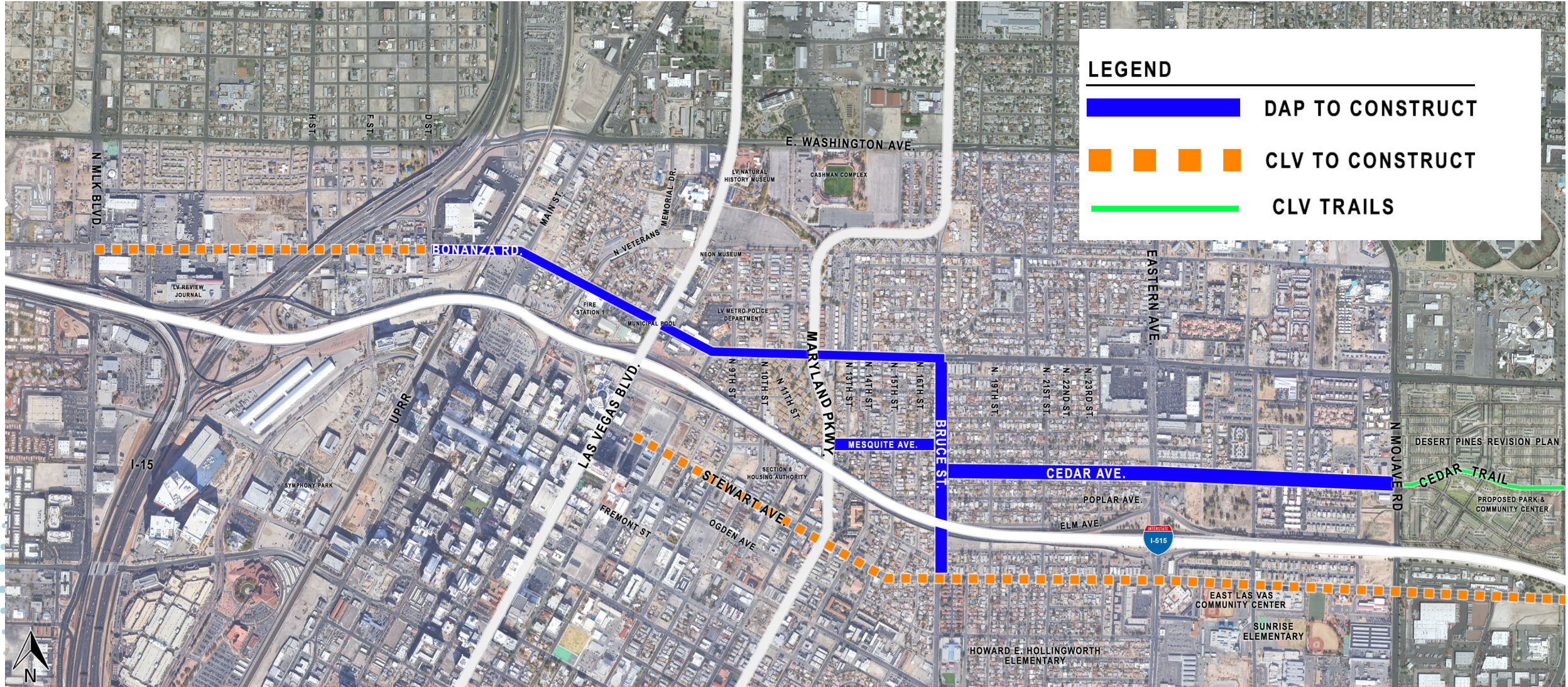
REPLACEMENT HOUSING  
AT A ONE-TO-ONE  
IMPACT RATIO

**\$20 million**

COMPLETE STREETS  
(Examples: bike lanes,  
sidewalks, trees, streetlights)



# Proposed Complete Streets



# Next Steps

- NDOT is currently evaluating these new alternatives, updating environmental studies, and receiving additional public and stakeholder input.
- Upon completion of the environmental studies, a Draft Environmental Impact Statement (DEIS) will be prepared
  - Tentatively scheduled for May 2024
  - Will include all completed resource reports and identify an agency preferred alternative
  - Released in conjunction with a public hearing and comment period.

2023		2024			
Q3	Q4	Q1	Q2	Q3	Q4
	Publish Notice of Intent		Draft Environmental Impact Statement (EIS)		Final EIS/ Record of Decision
			Identify Preferred Alternative		Select Preferred Alternative
Public Meeting #3			Public Hearing		

# Stay Informed



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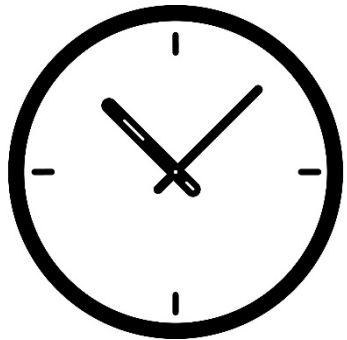


@ndotdap

# Comments and Questions



Please state your full name prior to your question or statement



Three-minute verbal comment per individual.



A court reporter will be recording the presentation and Q&A period and is available to take comments.



**Ryan Wheeler, PE**  
NDOT Senior Project Manager



8/29/2023