



PROJECT NEON

Frequently Asked Questions

What is the timeline on this project? How soon could you be looking at right-of-way activities?

The Federal Highway Administration (FHWA) issued a Record of Decision (ROD) on Project Neon in October 2010 officially approving the project's final Environmental Impact Statement.

The Nevada Department of Transportation (NDOT) is initiating Phase 1 of Project Neon. Through the end of 2013, the focus will be on property acquisition and major utility relocations. Select sewer, water, gas and transmission lines, as well as poles and utilities sharing the poles, will be relocated as needed. The process could take as many as 18 months or more.

Under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), the NDOT Right-of-Way Division will ensure that affected property owners receive fair market value for any acquired property.

A public meeting will be held February 8, 2012.

What are the five phases of Project Neon?

- HOV Connector between I-15 and U.S. 95.
- Martin Luther King Boulevard/Industrial Road connector and Oakey Boulevard/Wyoming Avenue overpass over the railroad tracks.
- Charleston Interchange reconstruction.
- I-15 southbound ramp improvements.
- I-15 northbound ramp improvements.

What are the major elements of Phase 1?

- Western-Grand Central Parkway connection
- U.S. 95 HOV / I-15 express lanes connection
- HOV direct connect to Wall Street
- Charleston interchange reconstruction
- Alta slip ramp
- Martin Luther King Boulevard/ Desert Lane connection
- Sound walls

When will Phase 1 of Project Neon break ground?

Depending on how NDOT chooses to move forward with design and construction, Phase 1 could be under final design and construction as early as 2014 and last from three to three-and-a-half years.

Best case, what would the completion date be for Project Neon?

Phase 1 is estimated to be complete in 5 or 6 years.

What would be the order of phasing for Phase 1?

There are at least seven sub-phases of Phase 1 that could be completed in a number of different ways. The goal of the project is to complete whatever it can with any funding available.

What is the cost for Phase 1?

This is Phase 1 of 5. In Phase 1 there are 3 packages for funding options estimated at \$370-\$470 million.



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What is the total project cost?

Total cost is \$1.8 billion over the 20 years of the project.

Is funding identified for this project?

The Regional Transportation Plan has programmed funding through 2030, but it has not been appropriated. Nearly \$30 million has been appropriated in the Transportation Improvement Program for Phase 1 in 2011.

Which specific properties will be impacted by Project Neon in Phase 1? How will property owners be notified?

Impacted property owners have received letters following the right-of-way setting to let them know of NDOT's intent to purchase their property or portions thereof. Property owners have been contacted by a licensed appraiser and given the opportunity to accompany the appraiser on the property inspection, prior to an appraisal report being completed.

Once the appraisal is completed, a review of the appraisal report must be completed by another independent licensed appraiser and then NDOT will set just compensation based on these reports. A right-of-way agent will be assigned to present a written offer of just compensation to the property owner and to assist the owner through the process.

From notification of property purchase to written offer takes an estimated 4 to 6 months.

As mentioned above a right-of-way agent will be assigned to individual property owners to assist them through the acquisition and relocation process (if necessary). Negotiations to acquire the necessary property will follow, which can take as long as the project schedule allows.

When necessary, agents will help property owners identify multiple relocation opportunities. All moving expenses, including transport charges up to 50 miles of current property will be covered. Any transport costs for moving beyond 50 miles will be up to the property owner.

Property owners and tenants each have a separate acquisition process. Right-of-way agents will deal with each on an individual basis to ensure proper compensation, benefits and property owner's rights are explained.

What about property owners who owe more than their property is worth? Will they be left holding the debt?

Though property values are determined based on current market conditions, the state will consider secured debt issues. The state must purchase the property free and clear of all liens. A right-of-way agent will work with property owners on an individual basis to address their particular situation.

Will the train be affected by the project alignment?

The train tracks are outside of the potential right-of-way, so no acquisition is expected.

Will the First Presbyterian Church on W. Charleston Boulevard and Desert Lane remain?

Yes. The project may touch a small piece of property, but the facility as a whole will remain.



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What is the access like for Union Park?

The Western/Oakey connection provides smoother movement and the Alta slip ramps provide access right into the Premium Outlet Mall.

Is there any impact to the Metro Complex?

The City of Las Vegas is working directly with the owner, and at this point it looks like a corner of the property will be clipped by the Martin Luther King Boulevard flyover. The City is looking to design it to bridge over that corner rather than take property.

Will I-15 be widened?

Eventually, as part of the overall project, I-15 will be widened and essentially moved west of the existing freeway at Charleston.

What if the freeway needs to be bigger?

This project will consider all the roadway building that can be productively done. The future will rely more on transit and other transportation alternatives. Once this project is complete, you get to a point of diminishing returns.

Will there be tolling on I-15?

There is not a current approved plan in place to have tolling on I-15.

Are there plans to widen Rancho as part of Project Neon?

No.

Will Alta be widened?

Not in Phase 1, but eventually, at full build-out, the road will be widened to six lanes.

Why are you showing a proposal for a project that will likely take nearly 30 years to complete?

Though the entire project in full build-out is likely to take through 2030 to complete, there are portions of it that are nearer term, hence the emphasis on Phase 1. It is never too early to start planning and if any major changes are proposed to the plan in the future, NDOT will be required to go back out to the public for input.

What do you see as the true benefit of making these freeway enhancements? Why are we still pouring concrete rather than looking at other options?

Transit, specifically bus rapid transit, and freeway operations are absolutely intertwined. NDOT is providing baseline, fundamental structure to support transit operations. Without efficient freeways, it is difficult for transit to provide reliable, efficient systems

How much time will be saved for drivers with Project Neon?

The exact number is difficult to determine, but there are half a million drivers in the I-15 corridor through Las Vegas every day. The demand on the system severely outpaces capacity. Any improvements will benefit the corridor.



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Does Project Neon improve the quality of life?

Yes. The direct connector from U.S. 95 to I-15 is a freeway within a freeway and provides improved access to homes and neighborhoods.

What are the plans for sound walls in the area of Glen Heather?

Wherever sound walls currently exist, they will be replaced. Exact height will be determined later.

What will the construction noise plan be – specifically in residential areas?

It will be to NDOT standards and customized based on needs at time of construction.

Other projects started before Neon are having funding issues, so why move forward with Neon?

Though there has been some lull in traffic growth, the project is built to 30-year needs. Best benefit, smallest footprint, cost effective.

Benefits include:

- US 95/I-15 connector will help with spaghetti bowl traffic
- Updated interchange at Charleston will improve traffic congestion in that area
- Grand Central / Western Connector will essentially create an I-15 frontage road from downtown to Spring Mountain

Why was the name “Project NEON” chosen?

It was chosen years ago to reflect the Las Vegas image and neon signs of the resort corridor.