Appendix A

Public Information Meeting Summary Reports
INTRODUCTION

In compliance with the National Environmental Policy Act (NEPA), the Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), initiated an environmental review for the I-15 Tropicana Interchange Reconstruction project. The project also consists of the addition of HOV ramps at Harmon and Hacienda avenues.

As part of the environmental process, NDOT held a public meeting to solicit input from area businesses and residents. The meeting was held in the presentation room at the Clark County Building Services Center, located at 4701 W. Russell Road in Las Vegas. The meeting was held from 4 p.m. to 7 p.m. with a formal presentation at 5:30 p.m.

PUBLIC NOTIFICATION

Intent to Study Letters

In accordance with NEPA, an Intent to Study (ITS) letter was prepared and sent to signal the start of the project. The two-page notification that was sent included the ITS letter on one side and the transportation public notice on the other side. A copy of the mailing is included in Appendix A.

The ITS letter was mailed within the area marked by the following boundaries: Las Vegas Boulevard to the east, Flamingo Road to the north, the Union Pacific Railroad to the east and Sunset Road to the south. A map of this area is included in Appendix A. Based on these boundaries, the ITS letter and the transportation
notice were mailed to approximately 3,770 addresses, which included owners and occupants. Additionally, approximately 200 letters were mailed to a list of key stakeholders.

The letters were mailed on January 24, 2018. A copy of the receipt from the United States Postal Service can be found in Appendix A.

Due to unforeseen delays, the ITS letters were mailed later than originally planned. Because of this, additional outreach measures, which are identified below, were taken to ensure that the public was sufficiently notified.

**Newspaper Advertisements**

A transportation notice was placed in the Las Vegas Review-Journal on Tuesday, January 16, Monday, January 29 and Tuesday, January 30.

Additionally, online ads were placed on the website for the Spanish El Tiempo Newspaper.- [www.eltiempolv.com](http://www.eltiempolv.com).

A full-page display ad, ran from Monday, January 29 to Tuesday, January 30. Smaller ads also ran from January 22 to January 29. All ads pointed to a website page, which included a translated version of the transportation public notice.

Samples can be found in Appendix B.

**Public Notices**

Due to the delay in the mailing of the ITS letter, additional measures were taken to notify the public about the meeting. One such measure was the distribution of a public notice to area businesses and residents. Approximately 500 notices were distributed on January 25 and 26, 2018. When possible, the notice was posted in a prominent location at local businesses. The deadline for written comments was also extended from February 16 to March 6, 2018, due to the mailing delay, and this was announced at the public information meeting.

A copy of this notice is included in Appendix C.

**Email Distribution**

An email including the ITS letter and Transportation Notice was sent on January 24, 2018, to all stakeholders on the mailing list (approximately 160).
A copy of the email can be found in Appendix D.

*Website*

Prior to the January 30, 2018 meeting, the dedicated project website was redesigned and made part of the official NDOT website. Basic project information was included as was information for the public meeting, including a link to the transportation notice.

*Public Relations and Social Media*

The NDOT Public Information Office sent out a media advisory promoting the public meeting on January 18, 2018. The advisory was sent out again as a reminder on January 30, 2018. Numerous posts were scheduled on Facebook, Twitter and Instagram to promote the meeting as well.

PUBLIC MEETING

About 60 individuals attended the public meeting on January 30. Some individuals did not wish to sign in. Numerous stakeholders attended including representatives from UNLV, McCarran Airport, Panorama Towers and more. Numerous media outlets attended the meeting as well.

All attendees were provided with a meeting packet which included a welcome letter, fact sheet, PowerPoint presentation, presentation boards and comment form.

A formal presentation was made by Project Manager Jeff Lerud, PE, at 5:30 p.m. This was followed by a question and answer session which garnered numerous inquiries from attendees. The presentation and Q & A session were captured by the court reporter and the meeting transcript is included in Appendix E.

The meeting was also broadcast live via Facebook. As of February 2, 2018, the video had been viewed 406 times, with the actual post being viewed 1,282 times. Comments from two individuals were received via the live video.

No formal comments were received at the meeting via the comment box.
APPENDICES

Appendix A  Intent to Study Letter / Transportation Notice
Mailing Boundaries
USPS Receipt

Appendix B  Las Vegas Review-Journal Ads tear sheets
Www.ELtiempoLv.com Ad screenshots

Appendix C  Public notice

Appendix D  Email

Appendix E  Sign-in sheet
Public Meeting Photos
Meeting Transcript

Appendix F  Comments received through end of extended public comment period – March 2, 2018
APPENDIX A

Intent to Study Letter & Transportation Notice

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

January 15, 2018

Intent-to-Study
I-15 Tropicana Interchange Reconstruction, Harmon HOV Ramps, and Hacienda HOV Ramps
Clark County, NV

To Whom It May Concern:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing a project consisting of reconstructing the I-15 Tropicana Avenue interchange and improving freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue and Hacienda Avenue overpasses. The proposed project will improve traffic operations, capacity, multi-modal access, and safety for both current and future traffic and pedestrian needs.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is initiating the preparation of an Environmental Assessment (EA) to evaluate and document the proposed project’s potential impacts. This letter is to inform you of the current study and to solicit your input to assist the project team in further identifying the purpose and need for the project, addressing your concerns about potential impacts, and to inform the project team about potential mitigation measures to consider. Resources and other environmental factors to be addressed include, but are not limited to:

- Access
- Air Quality
- Archaeology
- Environmental Justice
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Public Parks and Recreation Areas
- Safety
- Socioeconomic Considerations
- Traffic Noise
- Visual Resources
- Water Quality and Hydrology
- Wildlife

A public information meeting will be held on Tuesday, January 30, 2018 from 6:00 p.m. to 7:00 p.m. at the Clark County Development Services Center, 4201 W. Russell Road, Las Vegas, NV to provide information about the project and receive comments from public agencies and groups who have a responsibility for resources in the study area. Also invited are individuals who may be affected by the proposed project or who have an interest in the project. Please see the Transportation Notice (other side) for additional information about the meeting location and format.

Comments or questions regarding the proposed project may be submitted to Jeff Lurid, PL, Project Manager, Nevada Department of Transportation, 123 E. Washington Avenue, Las Vegas, NV, 89101 or jeff.lurid@dot.nv.gov. Please include “I-15 Tropicana, Harmon, Hacienda NEPA” in the subject line. We appreciate receiving any comments you may have about this project by Friday, February 16, 2018.

Sincerely,

Jeff Lurid, PL, NDOT Project Manager
TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING FOR
I-15 TROPICANA INTERCHANGE RECONSTRUCTION,
HARMON HOV RAMPS, AND HACIENDA HOV RAMPS

PURPOSE OF MEETING: The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to attend a public meeting to solicit input for the I-15 Tropicana, Harmon, Hacienda Project in Las Vegas. Proposed improvements consist of reconstructing the I-15 Tropicana Avenue Interchange and improving freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue and Hacienda Avenue overpasses.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is initiating an Environmental Assessment (EA) to evaluate and document the proposed project's potential environmental impacts.

PROJECT BENEFITS: The purpose of the proposed project is to improve traffic operations, capacity, multi-modal access, and safety for current and future traffic and pedestrian needs.

WHEN AND WHERE: Tuesday, January 30, 2018, 4 – 7 p.m. PRESENTATION AT 5:30 p.m. Clark County Development Services Center, 4701 W. Russell Road, Las Vegas.

WHERE YOU COME IN: Members of the public are encouraged to attend at their convenience any time during the meeting hours of 4 p.m. to 7 p.m. Project representatives will be on hand to discuss and answer your questions. There will be a brief project presentation at 5:30 p.m., followed by a short question and answer period from the audience. Before and after the presentation, the meeting will be conducted as an open-house format to provide an opportunity to view displays and individually discuss the interchange and HOV ramps with project representatives. At the meeting, your comments may be submitted for public record in writing or verbally to a court reporter, who will be available throughout the meeting. In addition to any comments received at the meeting, written or email comments will be accepted through Friday, February 16, 2018. Please email your comments to: Jeff Larud, at Jlarud@dot.nv.gov with a reference to this project in the subject line. You may also mail your comments using the contact information below.

CONTACT: Jeff Larud, PE, Project Manager, 123 E. Washington Avenue, Las Vegas, NV 89101 or (702) 387-8665.

FACEBOOK LIVE: If you cannot attend in person, please join us via Facebook Live at 5:30 p.m. on January 30th to watch the presentation and submit your comments or questions. Facebook.com/NevadaDOT.

IF RIGHT-OF-WAY IS NEEDED: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of right-of-way that may be necessary for this project. More detailed information regarding right-of-way can be obtained from the NDOT’s Right of Way Division, 1293 S. Stewart St., Carson City, NV 89712, or by calling (775) 988-7480.

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Masey, NDOT Public Hearings Officer at (775) 885-7171 or email at jmasey@dot.nv.gov.
Mailing Boundary Map
# USPS Mailing Receipt

**Company Detail**
- **Company Name:** RAPID COLOR INC
- **Address:** 6445 KARUS PARK CT
  LAS VEGAS, NV 89117-1414
- **Contact Name:** MARK MARTIN
- **Phone Number:** (702)792-5055
- **Profit Indicator:** P

## PS Form 3607R - Mailing Transaction Receipt

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**Jo 1/24/2018**
APPENDIX B

Las Vegas Review-Journal Ad – January 16, 2018
AVISO DE TRANSPORTE
REUNIÓN DE INFORMACIÓN PÚBLICA PARA RECONSTRUCCIÓN DE LA INTERSECCIÓN 1-15 TROPICANA, LA Rampa HARMON HOV, Y LA Rampa HACIENDA HOV

CUANDO Y DONDE: martes, 30 de enero de 2018, de 4 a 7 p.m.
PRESENTACIÓN A Las 5:30 p.m. Centro de Servicios de Desarrollo del Condado de Clark, 4701 W. Russell Road, Las Vegas.

APRENDE MÁS
APPENDIX C

Local Business Public Notice – original size 8.5” x 11”

Public Information Meeting
Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to attend a public meeting to solicit input for the I-15 Tropicana, Harmon, Hacienda project in Las Vegas. Proposed improvements consist of reconstructing the I-15 Tropicana Avenue Interchange and improving freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue and Hacienda Avenue overpasses.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is initiating an Environmental Assessment (EA) to evaluate and document the proposed project’s potential environmental impacts.

- Project representatives will be on hand to discuss and answer questions.
- A brief comment period will follow the presentation.
- Before and after the presentation, the meeting will be conducted in an open house format to provide additional opportunity to view displays and individually discuss the project with NDOT representatives.
- The public comment period will remain open until Friday, February 16, 2018.

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Mavey, NDOT Public Hearings Officer, at (775) 688-7771 or email at jmavey@dotnv.gov.

IF RIGHT-OF-WAY IS NEEDED: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of right-of-way that may be necessary for this project. More detailed information regarding right-of-way can be obtained from the NDOT’s Right of Way Division, 1233 S. Stewart St., Carson City, NV 89712, or by calling (775) 688-7480.
APPENDIX D

Email blast

January 15 2018
Intent-to-Study

I-15 Tropicana Interchange Reconstruction, Harmon HOV Ramps, and Hacienda HOV Ramps
Clark County, NV

The Nevada Department of Transportation (NDOT) in cooperation with the Federal Highway Administration (FHWA), is proposing a project consisting of reconstructing the I-15 Tropicana Avenue interchange and improving freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue and Hacienda Avenue overpasses. The proposed project will improve traffic operations, capacity, multimodal access, and safety for both current and future traffic and pedestrian needs.

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- Access
- Air Quality
- Archaeology
- Environmental Justice
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Public Parks and Recreation Areas
- Safety
- Socioeconomic Considerations
- Traffic Noise
- Visual Resources
- Water Quality and Hydrology
- Wildlife

CONTINUED NEXT PAGE
A public information meeting will be held on **Tuesday, January 30, 2018** from 4:00 p.m. to 7:00 p.m. at the Clark County Development Services Center, 4701 W. Russell Road, Las Vegas, NV to provide information about the project and receive comments from public agencies and groups who have a responsibility for resources in the study area. Also invited are individuals who may be affected by the proposed project or who have an interest in the project. Please see the Transportation Notice (other side) for additional information about the meeting location and format.

Comments or questions regarding the proposed project may be submitted to Jeff Lerud, PE, Project Manager, Nevada Department of Transportation, 123 E. Washington Avenue, Las Vegas, NV 89101 or JLERUD@dot.nv.gov. Please include “I-15 Tropicana, Harmon, Hacienda NEPA” in the subject line. We appreciate receiving any comments you may have about this project by Friday, February 16, 2018.

Sincerely,

Jeff Lerud, PE, NDOT Project Manager

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**TRANSPORTATION NOTICE**

**PUBLIC INFORMATION MEETING FOR I-15 TROPICANA INTERCHANGE RECONSTRUCTION, HARMON HOV RAMPS, AND HACIENDA HOV RAMPS**

**PURPOSE OF MEETING:** The Nevada Department of Transportation (NDOT) in cooperation with the Federal Highway Administration (FHWA), invites you to attend a public meeting to solicit input for the I-15 Tropicana, Harmon, Hacienda Project in Las Vegas. Proposed improvements consist of reconstructing the I-15 Tropicana Avenue interchange and improving freeway access by providing High Occupancy Vehicle (HOV) ramps at the Harmon Avenue and Hacienda Avenue interchanges.

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**PROJECT BENEFITS:** The purpose of the proposed project is to improve traffic operations, capacity, multi-modal access, and safety for current and future traffic and pedestrian needs.

**WHEN AND WHERE:** Tuesday, January 30, 2018, 4 - 7 p.m.
PRESENTATION AT 5:30 p.m. Clark County Development Services Center, 4701 W. Russell Road, Las Vegas.
WHERE YOU COME IN: Members of the public are encouraged to attend at their convenience any time during the meeting hours of 4 p.m. to 7 p.m. Project representatives will be on hand to discuss and answer your questions. There will be a brief project presentation at 5:30 p.m., followed by a short question and answer period from the audience. Before and after the presentation, the meeting will be conducted as an open-house format to provide an opportunity to view displays and individually discuss the interchange and HDV ramps with project representatives. At the meeting, your comments may be submitted for public record in writing or verbally to a court reporter, who will be available throughout the meeting. In addition to any comments received at the meeting, written or email comments will be accepted through Friday, February 16, 2018. Please email your comments to Jeff Lerud at J.Lerud@dot.nv.gov with a reference to this project in the subject line. You may also mail your comments using the contact information below.

CONTACT: Jeff Lerud, P.E., Project Manager, 123 E. Washington Avenue, Las Vegas, NV 89101 or (702) 671-6805

FACEBOOK LIVE: If you cannot attend in person, please join us via Facebook Live at 5:30 p.m. on January 30th to watch the presentation and submit your comments or questions. [Facebook.com/NevadaDOT]

IF RIGHT-OF-WAY IS NEEDED: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of right-of-way that may be necessary for this project. More detailed information regarding right-of-way can be obtained from the NDOT’s Right of Way Division, 1203 S. Stewart St., Carson City, NV 89712 or by calling (775) 684-7400.

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Massy, NDOT Public Hearings Officer at (775) 686-7171 or email at jmassy@dot.nv.gov.
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<tr>
<td>Jane Smith</td>
<td>555-5678</td>
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<td>Michael Brown</td>
<td>555-9012</td>
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<td>Sarah Johnson</td>
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<td>Emily Miller</td>
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<td>Thomas Sanders</td>
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**Sign-in sheets**

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**APPENDIX E**

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**Sign-in sheets**
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<td>Jane Smith</td>
<td>456 Oak Ave, Las Vegas, NV 89119</td>
<td>777-888-9999</td>
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<tr>
<td>Michael Johnson</td>
<td>789 Pine Dr, Las Vegas, NV 89119</td>
<td>999-888-7777</td>
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<tr>
<td>Susan Davis</td>
<td>223 Cedar Ln, Las Vegas, NV 89119</td>
<td>666-555-4444</td>
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<tr>
<td>David Harris</td>
<td>999 Elm St, Las Vegas, NV 89119</td>
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Please sign in / Port for Registration

Clark County Transportation Services Center, 4701 W. Russell Rd, Las Vegas, NV 89119

Tuesday, January 30, 2019

Nevada Department of Transportation
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<td>NV</td>
<td>89110</td>
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Please sign in for hearing.

Clerk County Development Services Center, 4701 W. Russell Road, Las Vegas, NV 89118

Tuesday, January 30, 2018

1:54 PM - 6:00 PM, Hearing Room 1205, and Hearing Room 1206, Nevada Department of Transportation.
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<td>Las Vegas</td>
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<td>89101</td>
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<td>Jane Smith</td>
<td>03/15/1985</td>
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<td>Suite 202</td>
<td>Henderson</td>
<td>NV</td>
<td>89014</td>
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<td>Mike Davis</td>
<td>07/01/1990</td>
<td>123 Main St</td>
<td>Apt. 505</td>
<td>Paradise</td>
<td>NV</td>
<td>89123</td>
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<tr>
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<td>09/22/1982</td>
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Transcript of Nevada
Department of Transportation
Public Information Meeting

Re: I-15 Tropicana Interchange Reconstruction
Harmon
HOV Ramps, Hacienda HOV Ramps

Date Taken: January 30, 2018
TRANSCRIPT OF A
NEVADA DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING

Tuesday, January 30, 2018
4:00 p.m. to 7:00 p.m.
Presentation at 5:30 p.m.

Clark County Development Services Center
4701 West Russell Road
Las Vegas, Nevada 89118

I-15 Tropicana Interchange Reconstruction
Harmon HOV Ramps, Hacienda HOV Ramps

Reported by: JENNIFER M. DALY, CRR, RPR, CCR, CSR
License No.: 766

Capture Court Reporting, LLC
833.2.CAPTUR
APPEARANCES

Participating with the Nevada Department of Transportation:

Julie Maxey
NDOT Public Hearings Officer

Jeff Lerud
NDOT Project Manager

Lori Campbell
NDOT, Traffic Safety

Chris Young
NDOT

Jack Sjostrom
CA Group

Adrienne Packer

Lucie Moya

Heather Curry Frommer

Participating members of the public:

Larry Gorton

Tom D'Antonio (phonetic)

Ken Smith

David Frommer

Thomas Massey

Jack Asher

Bob Swan

Dennis Carriger (phonetic)
EXHIBITS

1 - Meeting Handout (24 pages)
2 - Sign-in Sheets (4 pages)

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LAS VEGAS, NEVADA, TUESDAY, JANUARY 30, 2018

4:00 P.M. to 7:00 P.M.

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MS. MAXEY: Good evening. Welcome.

Thank you for coming out tonight and joining us to learn about the I-15 Tropicana Interchange Reconstruction Project. We know you are -- have busy schedules, so thank you for spending a little bit of time with us.

Also tonight, we are live on Facebook Live, and so when we get to the question-and-answer session, we're going to be taking some comments and questions from our social media audience as well.

So before we get started, my name is Julie Maxey. I'm the public hearings officer for the Nevada Department of Transportation. Also with me tonight is Jeff Lerud, the project manager, and he will introduce some of his team tonight, as well, or you may have already met them, some folks with the nametags around the room.

We have a court reporter here tonight, Jennifer, and she is taking down the presentation verbatim. She will also be
recording the question-and-answer session that
will follow the presentation.

I'd like to ask you to hold your
questions or comments until the end of the
presentation so that we can get through a
completed presentation, and when we do get to
that portion, I need to have you state your
name clearly for the court reporter and the
public record.

Please allow three minutes for your
question or comment so that we can get to
everyone.

I'll come out to the audience with the
mike because we've got the room set up a little
bit differently tonight. I think it's easier
if I come to you with the mike.

So with that, I'll go ahead and turn
it over to Jeff. Thank you.

MR. LERUD: Thank you, Julie.

Is that too loud?

Good evening, everybody. My name is
Jeff Lerud. I'm a project manager with the
Department of Transportation. I'm here tonight
to talk about the environmental process, or
NEPA process, for the Tropicana Interchange
Reconstruction and the addition of HOV drop ramps at the Harmon and Hacienda grade separations.

NEPA stands for National Environmental Policy Act, and I'll be talking more about that later, then our HOV ramps, that's for two-plus occupants. A good example of that is a car pool.

So the following is what I'm going to be sharing tonight with the presentation: The project background, the project goals. I'm going to describe the NEPA process and go over the timeline. Then at the end, we'll have it open for questions.

So for our project, we have quite a few agency and stakeholders that have been involved so far. As you can see, this list right here, it ranges from local agencies to the major casinos, the stadium authority, T-Mobile Arena. Just a lot of major players out and around the Tropicana Interchange.

This slide here is a picture of our project limits. The limits are on I-15 from Russell Avenue -- excuse me, Russell Road to the south, to Flamingo Road to the north,
specifically at the Tropicana Interchange, and
on Tropicana from Valley View to the west to
Las Vegas Boulevard to the east, and then,
again, at the Harmon and Hacienda grade
separations.

So why is the project needed?

Current mobility --

MS. MAXEY: Excuse me. Plan B.

MR. LERUD: How is this?

THE AUDIENCE: Better.

MR. LERUD: So, why is this project
needed? Current mobility of congestion on
Tropicana and I-15, crash frequency around the
area, and, of course, safety.

So as far as congestion is concerned,
the Tropicana Interchange has several closely
spaced intersections -- excuse me, closely
spaced signals along Tropicana: At the ramp
terminals, after the interchange itself, then
just to the west at Dean Martin, and then
Polaris to the west of that.

Tropicana itself does not have enough
capacity to adequately serve all the traffic
demand in that area. The structure span of
Tropicana does not reach over I-15 lengthwise
to accommodate the number of lanes that we
actually need on I-15, so we'll be lengthening
that bridge on this project as well.

And then on I-15. I-15 currently sees
some congestion at the collector road on the
east side going northbound on I-15, where the
ramp -- where the collector road comes back
into I-15 too. That creates a really bad fog
light situation. And I drive that area every
day, and I cross my fingers that there's not a
crash, but there's always a breakdown in
traffic for sure.

Speaking of that, there is a lot --
there is a crash frequency around here that
we're going to address too. With congestion,
crashes increase. For example, that example I
just gave you, that I-15 access ramp from the
collector road tends to see a lot of congestion
at the bottom right there.

And then pedestrian safety. When the
Tropicana Interchange was first built, it was
built in the late '60s, and we only have
sidewalk on the south side of the interchange.
So with our project, we're going to go in and
make sure that we have connectivity with all
the sidewalks and accessibility for pedestrians that go to and from the west side of I-15 to the east side of I-15. We've got T-Mobile on the east side, we've got In-N-Out Burger on the west side, so there's a lot of pedestrian traffic.

So the Tropicana Interchange is a popular access location on the south Las Vegas Strip. It provides access to the McCarran Airport, UNLV, major properties surrounding the intersection at Tropicana and Las Vegas Boulevard. And then, of course, the T-Mobile Arena, too, to name a few of the attractions over there.

In 2015, the Department finished the Southern Nevada HOV Study Update.

The HOV Study identified HOV main lanes and possible HOV interchanges that should be considered to complete the Southern Nevada HOV plan.

Two of those interchanges that would directly impact the operations and capacity at Tropicana are the Harmon and Hacienda grade separations.

So prior to this project, the I-15
south design-build did a major widening on
I-15. The southern limit was Silverado Ranch,
and the northern limit was Tropicana
Interchange.

Since the northern limit was the
interchange itself, there weren't many
improvements made to Tropicana at all.

So when that project was completed,
the Department realized that the Tropicana
Interchange would have some operational
deficiencies. So to help address these
operational deficiencies, the Department went
out and did the Tropicana Feasibility Study.
The feasibility study was finished a couple
years ago, and this slide right here depicts
the preferred alternative that we're starting
to take in to NEPA.

As you can see, we have T-Mobile Arena
up on the upper right-hand side there. You can
see In-N-Out Burger on the left-hand side of
I-15 there.

So this alternative keeps the
southbound to eastbound flyover. It realigns
Dean Martin in order to eliminate the signal
that is currently existing at Dean Martin, but
it maintains Dean Martin access with these roads that come to and from Tropicana to the north and south of Tropicana.

During the feasibility study, we looked at quite a few concepts; 53 in all.

We looked at different interchange configurations with different operational characteristics, and we even looked at elevating this slide right here, this picture right here. We looked at elevating the Tropicana through-movement over the ramp terminals to help promote the operations of Tropicana.

Ultimately, though, we arrived at this preferred alternative that I just showed you a second ago, and it's going to be taken into the next phase, and that's what we're here for tonight, the NEPA phase.

Project goals. So the project goals are to improve the operation and capacity of the Tropicana interchange. And like I said before, this includes the I-15 operations where we don't have enough room -- excuse me, we don't have Tropicana spanned far enough to get the number of lanes that we really need on I-15.
to make I-15 operate the way we really want it
to. Increase of safety for pedestrians and
vehicles alike, avoid, minimize or mitigate
environmental impacts, minimize the need for
additional right-of-way.

As you can imagine, in this area,
right-of-way is a premium, so it's really in
the Department's best interest to keep costs
low by avoiding as much right-of-way as
possible. Again, we're going to improve access
to Tropicana and the south Strip, and then be
compatible with the existing transportation
plans.

So the proposed project that we're
preparing this NEPA process for, as shown here,
we're going to be doing HOV drop ramps to and
from the north at Harmon, HOV drop ramps to and
from the south at Hacienda, then we're going to
reconstruct the Tropicana Interchange itself.

So the NEPA process overview. NEPA,
like I said before, stands for National
Environmental Policy Act.

It requires federal agencies to assess
the environmental impacts of a project prior to
making decisions.
It establishes a framework for environmental review and ensures public and agency participation in the process. And it's intended to help agencies make decisions and consider environmental consequences to avoid, minimize or mitigate environmental impacts.

For our overall project development process, this is what we're looking at. We've already done our preliminary engineering somewhat in the Tropicana Feasibility Study.

Now we're in this box right here, the environmental study preliminary engineering.

Next step after this is design development, any kind of right-of-way acquisition that we might need to do and permitting. Then after that, we lead into the construction phase right here.

The Department is looking at a design-build procurement for this project, and one of the advantages of the design-build procurements is it really brings innovation to the table.

The maintenance of traffic alone in this area with all the congestion and all the access that we're going to have to maintain is
going to be a challenge for any contractor or
designer, so we're looking at doing a
design-build process to help promote that
innovation.

When the construction is done, we get
into the operations and maintenance phase.

So what will this NEPA process
include? We'll be establishing a purpose and
need for the project, we'll be examining a
range of alternatives and put forward one or
more alternatives, including a no-action
alternative for a detailed study.

We'll be inventorying existing
environmental conditions. We'll describe
potential project impacts and how they can be
avoided, minimized or mitigated, and then, like
we'll be here tonight, we'll be documenting
public and agency involvement.

Some of the resources and impacts that
we consider during the environmental assessment
are listed here. I can go over a few of them:
Air quality, environmental justice, historic
properties, land use, safety, traffic noise,
things like that.

So we'll be looking at all of this as
part of our environment assessment.

This slide here shows our schedule.

We're looking at completing the environmental
assessment early 2019, and then, hopefully,
have a finding of no significant impact, or
FONSI, in the middle of 2019. Once we have
that FONSI, then we can begin the procurement
for the design-build process, and, hopefully,
have a contractor out there working as early as
2020.

So what's next? Obviously, your input
is very important to us.

We're going to be continuing to do
public outreach. Our next meeting is
scheduled -- I don't think we have it dialed in
yet. It's going to be in the July/August time
frame of this year.

In the meantime, we'll be developing
alternatives and refining alternatives and
continuing our technical studies, and then
preparing our environmental assessment.

So, as you can see all the boards
around the room, please take a moment to review
the boards. You can see the concepts that
we've come up with thus far. Provide your
ideas, concepts, any kind of needs that you
might need of our improvements. And then you
can also follow us on Twitter, Facebook at
NevadaDOT.com to get the latest updates of our
project.

With that, I can open it up to any
questions or comments.

MS. MAXEY: We'll go ahead and take
some questions from the audience, then we'll
switch over and take some comments from our
Facebook Live audience as well.

Please state your name for the court
reporter, and about a three-minute time frame.

THE SPEAKER: This is Larry Gorton.
You mentioned the design-build process, or
something. What does that mean, and what are
the alternatives to do that? I didn't
understand what -- I'm kind of new to this, but
some kind of a special process that you said
promoted innovation, things...

MR. LERUD: So the question is about
the design-build process. So the design-build
process is typically --

THE SPEAKER: I can't understand what
you're saying. Design-build?
MR. LERUD: Yes, design-build. So a typical project is you design it, we bid it, and we build it -- design, bid, build. In a design-build process, we have a design up to, say, 30 percent, and then we go out, and we bring on board a contractor with his design team.

So they're actually on the same team, the designer and the contractor. So, say a project typically takes one year to design, and then two years after that to construct. So they take those 30 percent plans, and they start developing them until they get to the point where they can actually fill out certain construction. So now construction starts, and the design continues to finish while the construction is already happening.

So if you have a year and two years of construction, now you have six months of design, and then the construction starts, you cut it off, like, six months on that, as an example I gave you. That's the concept.

THE SPEAKER: Thank you.

MR. LERUD: Sure.

MS. MAXEY: Before we move forward, I
want to make sure my court reporter can hear?  
And you guys in the back can hear; is  
that correct?  
Okay, good.  

THE SPEAKER: Tom D'Antonio. My  
question is closures. How is that going to  
affect businesses in the area? We just went  
through one on Dean Martin, and it was a  
disaster. How badly is Dean Martin going to  
get affected on this by Harmon and Tropicana?  
Is it going to be complete closures, or  
something they're going to work with the  
businesses?  

MR. LERUD: So that's a really good  
question. Obviously, we don't have our design  
finished yet. We don't have all that  
information out, but as part of the design  
documents, as part of the requirements, we will  
be working with the locals, with the  
businesses, and maintain access as best as we  
can.  

That's usually part of our  
requirements for the maintenance of traffic  
plan.  

So we're not just going to go block
off access. We'll make sure that access is
continued during the construction.

Ms. Maxey: Thank you.

The Speaker: You said that. I'll be
there.

Mr. Lbrud: Okay.

The Speaker: Hi, there. My name is
Ken Smith. I live in the southwest side of the
Valley. I had a question about the HOV lanes
that are scheduled to be installed in the
southern corridor near where this project is
going to be take place.

Do you think it's wise to take away a
general purpose lane and create an HOV lane
before the freeway is actually widened? So
they're doing this big widening project for
Neon, and then everything is going to
bottleneck down here in the southern corridor
where there's no widening plan, but then we're
going to take away traffic capacity for carpool
lane.

I'm wondering, what is the percentage
of people that actually carpool? Is this going
to create, actually, more congestion once you
implement these HOV lanes in, what, 2019?
MR. LERUD: Yeah, at the end of the project.

So I've got a long answer to that, so it's -- bear with me.

So Project Neon -- when Project Neon is complete, it's going to be connecting the U.S. 95 HOV lane to the express lanes on I-15 that we realize today. So the express lanes on I-15, there's two of them. One is going to become an HOV lane, and one is going to become a general purpose lane. So we're actually gaining general purpose capacity, if you will, and we're reducing the express lane down to one HOV lane. So --

THE SPEAKER: But anybody can use -- a single occupant can use any of those express lanes; whereas, this, they'll be restricted to two people, plus we'll have an HOV. So, what's the percentage of people that actually are two-people-plus that carpool in Las Vegas right now? Do we have a study on that?

MR. LERUD: Yeah, we do have a study. It's called the HOV Study. It actually just got updated in 2015, and I'd have to get back to you on the exact numbers of that, but I
think right now we're looking at about 10 to
15 percent of the -- not -- that's not the
demand. 10 to 15 percent of the cars are using
those lanes.

THE SPEAKER: On 95, I think it's
right around 700 to 800 cars are using that
lane, and then we're projecting on I-15 itself,
up to 1500 cars per lane for the HOV lane
itself. That's a pretty good number.

1500 is actually capacity, 15- to 1800
is capacity for a lane. So what we're trying
to do is we're trying to promote reliability
with that HOV lane and really give the
carpoolers the benefit of using that lane.

THE SPEAKER: I mean, do you -- you
mean -- I won't belabor this. I don't know. I
just don't think it's worth creating a new
traffic problem to prematurely connect more HOV
miles down the St. Rose Parkway. My opinion,
just as a resident, is that it should wait, and
that HOV lane should end where Neon ends, and
then extend the HOV once the freeway gets
widened some future date. I don't understand
the big push forward when you got maybe 5 to
10 percent people carpool, but we're going to
reduce 20 percent of the capacity by creating that HOV lane.

MR. LERUD: Remember, we're actually adding a general purpose lane too. So those two express lanes --

THE SPEAKER: They're all general purpose lanes, though, because anybody can use those five lanes now. Even though they're express, I can use it or a trucker can use it, right?

MR. LERUD: Right. Don't get me wrong, I'm going to be one of the most disappointed people there are because I get on the St. Rose Parkway, and I don't know if Tom is still here. I told him I set my cruise control on 65, and I go all the way through the Spaghetti Bowl to work. So, yeah, the express lanes -- losing those are going to affect some single-occupant people; however, the plan has always been in place to be an HOV lane.

It's always been in place to be an HOV lane.

THE SPEAKER: When the LVCVA funded that lane, I thought it was designed for truckers as a bypass lane back in the day.

MR. LERUD: I'm not familiar with
that.

THE SPEAKER: The LV CVA originally funded that traffic lane, from what I understand. I've been in this Valley long enough to know that, and those express lanes were designed to be a through lane to cut down on, you know, people -- traffic for people exiting, for truckers to stay away from all that -- that conflict without entering and exiting Rancho and stuff. Do you know what I'm saying?

MR. LERUD: Yes, I do.

THE SPEAKER: That was the original design why the LVC -- LV CVA funded that fifth traffic lane. You may not have been around back then.

One last question, and then I'll cede the mike. Those HOV exits that you're proposing, Hacienda and Harmon, can those small streets handle that additional traffic? Those are pretty small arterials right now.

MR. LERUD: Right. So, when we actually did our HOV Study update, we looked at having a full interchange, say, at Hacienda, and the demand was way too high to accommodate
northbound and southbound traffic, so that's
why we have the split, if you will, where
Hacienda is on the south end, to and from the
south, and Harmon is on the north end, to and
from the north.

So that's why we did it like that,
because if we just had it located in one
location, the demand was too high from all the
numbers we were looking at.

THE SPEAKER: Got you. That makes
sense.

MS. MAXEY: Before I get to you, do we
have anyone out there in our social media
audience that's got a question or comment?

MS. PACKER: We do.

MS. MAXEY: Okay. Adrienne is our PIO
down here in Las Vegas, she'll be reading that
comment.

MS. PACKER: My name is Adrienne
Packer, it's A-D-R-I-E-N-N-E, P-A-C-K-E-R.

So we have a comment from
Dennis Carriger, who is with the homeowners
association at Panorama Towers. And he said,
Panorama Towers, at this point, has not been
included in any input. We know many of our
neighbors, in parentheses businesses, that have
property in the area, was included in the first
round of discussions. We look forward to being
included in this process. We have 1200-plus
residents in our towers that are very
interested in this project because it impacts
the quality of our life, traffic and air
quality.

So Larry just had a comment. I
have --

MR. LERUD: Can I address that
comment?

So -- and, team, correct me if I'm
wrong, I think that he also sent an e-mail to
the team that we responded to, and we're either
going to go to, like, a -- I can't think of the
terminology right now.

MS. CAMPBELL: Their HOA.

MR. LERUD: Their HOA meeting or board
of directors meeting.

MS. CAMPBELL: A network meeting.

MR. LERUD: We do have plans to
address them specifically.

MS. PACKER: Great. Thank you. One
more comment.
MS. MAXEY: That's fine.

MS. PACKER: From Lynette R. What is environmental justice?

MR. LERUD: Environmental justice?

MS. PACKER: Shall we just say we'll get back to her? I'll try to get her to clarify.

MR. LERUD: We'll have Chris Young of our environmental section here at NDOT answer that question.

MR. YOUNG: Hi. My name is Chris Young. I'm the NDOT environmental services manager. Environmental justice refers specifically to a requirement that federal agencies, in this case the Federal Highway Administration, consider the impacts of a project to low-income or minority populations.

So when we do a study, part of our study is to identify the demographics surrounding the project area, and then based on that information, we try to focus outreach to them. And we have to address what project impacts may happen, and if we need to develop mitigation, these sorts of things. So without getting too much into the weeds of that, that's
what environmental justice is. It looks at low-income or minority populations.

MS. MAXEY: Thank you, Chris.

MR. LBRUD: Thank you, Lynette R.

MS. MAXEY: We have a question over here.

THE SPEAKER: Thank you. Good evening, my name is David Frommer.

Related to the throughput at the Tropicana -- on Tropicana at the I-15 interchange, today versus what you are looking to achieve in what might be a preferred alternative, or the option you're showing, do you have a sense of the level of service today versus what you're trying to achieve for traffic and traffic movements and the throughput of vehicles today versus an improved intersection of what you're trying to achieve?

MR. LBRUD: You know, I don't have that information directly available. I understand that today Tropicana handles about 240,000 cars, or something like that.

We'd have to get back to you. I don't have that information handy right now.

MR. SJOSTROM: Jack Sjostrom with
CA Group. I can say that when we did the Feasibility Study in 2015, and we came up with the recommended alternative, that we proved that the densities and volumes of the Tropicana Avenue improvements would not be, you know, worse than they would be in a no-build scenario, number one. And number two, and this is back in the 2015 analysis, we met the Department's desired level of densities and delays through the interchange and on Tropicana.

That being said, we are now evaluating for a 2040 design year, which is different from what we evaluated in the study. So we are redoing the traffic analysis on -- we're working with NDOT and their Southern Nevada traffic study group to prepare an overall network map and a very detailed traffic analysis to determine whether or not we have, you know, the benefit that we're looking for, or, you know, if proposed project doesn't, you know, meet the benefit that we're looking for, then we may select a no-build alternative.

MS. MAXEY: Thank you, Jeff.

THE SPEAKER: Thomas Massey. I didn't
hear anything about the coordination with the
stadium project.

What's -- what's being done there to
coordinate this with needs for the stadium?

MR. LERUD: We're definitely
coordinating with them. In fact, we just went
down to the Stadium Authority this morning and
presented what we had. In fact, they're going
to get us with the Raiders people to talk with
them next.

As far as what we're doing
specifically for the Raiders stadium, we're
increasing the mobility in that area.

Our project actually came along before
the Raiders were ever coming to Las Vegas. The
Tropicana Feasibility Study was done in 2015,
as well as the Southern Nevada HOV Update, for
example.

So, I think the fact that we're out
there, and that we're improving the Tropicana
Interchange, and that we're increasing the
mobility in that whole Strip area, I think it's
just going to be a benefit to the Raiders
stadium, just kind of as a side benefit.

We're coordinating with the traffic
engineer that's doing the traffic impact analysis so we get a better understanding of what they're doing and how it impacts our project, and make sure that there's not any conflicts like that, but we're not doing anything specifically for the Raiders.

MS. MAXEY: Thank you, Jeff. Do we have anything else, any other questions, comments on our social media site, Adrienne?

MS. PACKER: No, not at this moment.

MS. MAXEY: Nope, okay.

THE SPEAKER: Hello, Jack Asher. I am a resident and property owner in Panorama Towers.

I -- two comments, real quickly. One, I'm pleased to hear improved pedestrian access via Tropicana. As I have understood tonight, there's a lot of planning going into pedestrian access via Hacienda. I hope there is a lot of -- not a lot, but I hope that pedestrian access along Harmon is not affected. Dennis before said 1200 residents. I think that's more like 1200 units, so it's actually quite a few more residents at times, and that
pedestrian access is valued. That's point one.

Point two, kind of to the prior

comment also, I just got the mailer on Saturday

for this meeting, so I would appreciate it in

the future if we can get a little bit more

notice. Thank you.

MS. MAXEY: Thank you. Chris, did you

want to add something?

MR. YOUNG: Chris Young, NDOT. Just
to let you know, we do realize that the mailers
were late in going out. We apologize.

The comment -- the comment closing

period is -- on all the materials is

February 16th. We'll keep that open for a
couple more weeks because we don't want to
prevent anyone not being able to have their say
on it. Obviously, we need to close these
things up so we can keep moving on. We'll, as
an agency, informally keep it open two more
weeks. I believe that makes it March 2nd, I

think.

MS. MAXEY: Either March 2nd or
March 6th. I believe it's the 6th.

MR. YOUNG: 6th, yeah, I'll trust her.

Thanks.
MS. PACKER: Julie.

MS. MAXEY: Okay. Looks like we've got another comment out on social media.

MS. PACKER: Okay. So Dennis Carriger had just a follow-up comment, and he's just confirming that Panorama Towers has 650 units, for the record.

MS. MAXEY: Thank you for that clarification.

Any more questions from the audience? Comments from the audience? No one -- one more.

THE SPEAKER: Are there any specific effort -- David Frommer.

Are there any specific efforts or coordination related to public transit coordination for these improvements, be it on the HOV lanes or the interchange at Tropicana?

MR. LBRUD: So, public transit is a component of the HOV. We just received, I think it was today, an e-mail from Clark County asking specifically about their bus turnouts to make sure that they can be accommodated accordingly. So we're coordinating with them, and we are looking into that.
MR. SJOSTROM: I can add to that.

MS. MAXEY: Thank you. Great question.

MR. SJOSTROM: I can add to that.

MS. MAXEY: Thank you. Great question.

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MS. MAXEY: Thank you. Great question.
Larry Gorton, second time. The cost of this project and how you're paying for it.

MR. LERUD: Our current cost estimate has the Tropicana Reconstruction Act right around 165 million, and then the drop ramps at Harmon and Hacienda combined, about 30, 32 million. So the overall program is about 200 million.

Right now, we have the funding identified for the drop ramps. I understand that the RTP, the Regional Transportation Plan, is being updated to include the funding for the Tropicana Interchange. It's still in draft form, and so that's not solidified yet, but everything --

MS. REPORTER: I'm sorry, I didn't hear that.

But everything?

MR. LERUD: I'm sorry?

MS. REPORTER: You said, everything something is going to be approved.

MR. LERUD: I think I said it appears that everything is moving forward to be approved.

MS. MAXEY: Thank you, Jennifer.
THE SPEAKER: I have another question.

Is this 2020 timeline for breaking ground, has that been the schedule all along, or is this accelerated because of the Raiders stadium?

MR. LERUD: It's pretty much been -- it's just kind of falling in line with the way our process is going right now.

I'm sure I'll probably be getting phone calls, and we'll probably be asked to accelerate it right now. 2020 is just kind of -- if everything goes smoothly right now with our environmental assessment, that's the soonest we can get out there.

If it can be expedited, it remains to be seen yet.

THE SPEAKER: Is the funding available to expedite it or not?

MR. LERUD: Like I was just telling this gentleman, we still don't have the Tropicana Interchange funding fully identified yet.

THE SPEAKER: The governor mentioned something about maybe accelerating projects at the I-15 corridor because of the Raiders stadium. Is that -- I mean, I heard something
about that. I don't know much about it. Is there any validity to some of the comments he made about that?

MR. LERUD: Yeah. For example, when our environmental process is completed, and we bring a design builder on board, one of the options they could do is to build Hacienda first. If they build Hacienda first, I don't know the construction time frame of that, but there's a good chance they can stay out in front of the Raiders if they chose to do something like that.

Then there's actually an advantage to doing the drop ramps first because then they can alleviate the traffic somewhat on Tropicana, and then they can go and do Tropicana as one big project. There would be some added benefits to phasing it that way.

Right now we're not directing the contractor -- the contractor to do something like that, but that's a little over a year away, and it's very likely it could happen.

MS. REPORTER: Sir, can I have your name again? Your name?

THE SPEAKER: Oh, I'm sorry,
Ken Smith. I'm a Southwest Valley resident.

MS. MAXEY: I'm sorry, sir.

THE SPEAKER: Try and make your way.

Thank you. My name is Bob Swan, and I'm a resident Panorama Towers.

You have a deadline up there,
February the 16th. Are you going to have meetings with the HOAs prior to that, or are we out of the loop if we don't respond in some way by February the 16th --

MR. LERUD: Well, first of all --

THE SPEAKER: -- or before that?

MR. LERUD: We're extending that deadline. I think we said March 6th.

MR. YOUNG: 6th, yeah.

MR. LERUD: I don't know where we're at as far as meeting with the HOA or Panorama yet.

MS. MOYA: It's scheduled for February. He'll give us a date.

THE SPEAKER: It is in the works?

MR. LERUD: Yeah.

THE SPEAKER: We have a lot of problems there. You're talking about an off-ramp on Harmon. It dead-ends two blocks to
the west. It's going to be a heck of a problem
for us traffic-wise if that's not done and
completed by another entity, which, evidently,
you haven't messed with, and you guys don't
have any hand-holding on it yet. And that's
one of my biggest concerns. And I'm sure that
other folks in Panorama have other concerns
also.

I just want to make sure we're going
to stay in the loop, we don't lose any
deadlines by not understanding what's going on.
So we have until March 6th?

MR. LERUD: That's the comment period
for this. We're going to have another public
meeting July, August. We don't have that date
exact yet, but we'll be reaching out to
Panorama, to all the stakeholders. So we'll be
getting all that input, and we'll be taking
that into account.

THE SPEAKER: Thank you.

MS. MAXEY: Thank you, Lucie.

That was Lucie Moya.

Anything else on social media?

MS. PACKER: All is quiet on the
Facebook front.
MS. MAXEY: Okay. Good. With that, we'll go ahead and close our comment period.

I'd like to remind everybody we have handouts at the table as you came in. There is a comment sheet on the back of that.

Either fill that out tonight or take it home with you.

We have a court reporter here tonight. She will be here until 7:00 o'clock to take your comments down verbally, if you would rather do that.

And if you'd like to visit the website for the project, go to Nevada.com -- NevadaDOT.com, excuse me, and go to our projects and studies, and updates will be kept there on our website.

Thank you again for coming out tonight.

Oh, yes, there you go. It's also in your handout.

(Wherupon, these were all the proceedings had at this time.)
REPORTER'S CERTIFICATE

STATE OF NEVADA

) ss

COUNTY OF CLARK)

I, JENNIFER M. DALY, a duly commissioned
and licensed Court Reporter, Clark County, State of
Nevada, do hereby certify: That I reported the
Nevada Department of Transportation Public
Information Meeting commencing on January 30, 2018,
at the hour of 4:00 p.m.

I further certify that I am not a
relative or employee of an attorney or counsel of
any of the parties, nor a relative or employee of an
attorney or counsel involved in said action, nor a
person financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set
my hand, in my office, in the County of Clark, State
of Nevada, this 21st day of February, 2018.

JENNIFER M. DALY, CRR, RPR, CCR CSR
CSR No. 766
APPENDIX F
Comments received through end of extended public comment period – March 2, 2018

Jerry Fox, Jan. 16, 2018

Greetings...public comment for the I-15 Tropicana project:

Comment: any future construction in this area needs to address the transition from Eastbound I-215 to Northbound I-15.

The area of 215/15 was altered a few years ago. Most of the changes resulted in improved traffic flow and is appreciated. However, the transition from Eastbound 215 to Northbound 15 was negatively impacted. The transition now features a very long (in time and distance) approach on a feeder/frontage system culminating with a single-lane merge onto I-15.

The current configuration results in delays and stopped traffic on the feeder road, because:

* Cars must line up on the feeder road because the single-lane merge is not adequate to handle the traffic;

* Other cars use the right lanes of the feeder road to drive around the traffic and then dangerously merge in at the last second;

* The I-15 does not feature a dedicated lane to accept the merge.

These conditions exist even in moderate traffic. During heavy traffic, the situation is practically unbearable. This situation will only grow worse with rapid residential and commercial growth in the southwest area of the Las Vegas valley, where the population uses the 215 to access the 15.

Any future construction should address this as follows:

* Any merge from 215 to 15 should start with a 2-lane ramp;

* The configuration should be designed to minimize last-second, dangerous merges;

* If possible, the I-15 should accept the merge into a dedicated lane.

Thanks,

Jerry Fox

Dennis Kariger, Jan. 28, 2018

Hello- I am the President of the Panorama Towers HOA, our residential buildings towers are located at 4525 and 4575 Dean Martin Drive- we border Harmon Ave to the north of our 4525 Dean Martin Drive residential tower.

We need to know how our property will be affected- we are in the study zone but have not been included in the process for public input or notices sent to any of our residences.
Can we have someone reach out to us to find out how this will impact our 1,200 residents?

Thank you for your time and consideration-

Dennis Kariger, DCAL
Board President
Panorama Towers Condominium Unit Owners’ Association, Inc.

Chris Hardin, Jan. 30, 2018

Mr. Lerud,

My name is Chris Hardin and I own a condo at the Panorama Towers which overlooks the stadium site and project area. Attached is a picture taken from my living window which shows the stadium site less than 1 mile away. I am unable to attend the Public Information Meeting tonite for the Tropicana, Harmon and Hacienda development.

Several thousand people live within a mile or two of the stadium. This number will increase in the years ahead. Due to this, I am requesting that walking paths, bicycling paths and copious amount of green space be installed in the project area. For example, stairs should lead down from the Harmon overpass to the sidewalks below. Same for the Tropicana overpass with regard to access to the arena. Also, lighting and noise pollution from the stadium should be kept to a minimum. I also strongly recommend that Harmon be extended past the rail road tracks so that it provides direct access to the western part of the valley. This will ease congestion on Flamingo and Tropicana. Traffic is bad after major arena events such as hockey.

Several years ago, I lived at Veer Towers at City Center. Parking was so poor my friends could not visit me on the week-end because the underground garage was full (it was too small). More recently, the arena was built without sufficient parking. MGM quickly realized their mistake, which was obvious to everyone else, and built a new parking garage. In spite of all this, walking and bicycling infrastructure near the Strip remains minimal.

Las Vegas will not be a world-class city if it simply plops down concrete and steel projects with no regard for the human factor.

Can you please ensure that the stadium and related infrastructure projects are harmonious to the thousands of people who live in the area?

Respectfully,
Chris Hardin
Lucien Privee Jr., Feb. 2, 2018

Been a resident for many years and drive from ANN rd. to Russell rd. These HOV lanes are an outdated concept and quite frankly are a waste. I don’t see anyone but the idiots breaking the law by being in the lane with no passengers. I see maybe 1 or two cops a week patrolling and they should be ticketing the offenders of the HOV laws. I have been driving since I was 15. I do not have any tickets as of today and I am now 64 YRs old.

The only driving accident I have been involved with was on the I15 around Spring Mountain Rd. exit. I had a woman cut me off from the outside lane while she was trying and finally got into the HOV lane but stopped directly in front of my path causing me to have to slam on my brakes. Unfortunately because the guy behind was tailgating he hit me.

HOV lanes should be re-converted to total use and not used as HOV lanes. They are a waste of tax dollars and they impede traffic. Instead the DOT should be looking towards light rail systems to help keep traffic flowing now that we will have the raiders stadium placed in a totally wrong place. The stadium should have been placed outside the city to prevent what happened when NBA weekend was here. That stadium is going to cause unbearable traffic jams. So if you don’t put HOV ramps at Tropicana Ave you should use light rail as I mentioned before.

Because the city of Las Vegas has had their heads in the sand for so many years, we built a really nice mono-rail but it is virtually useless at moving masses of people short distances. The big error here was And is the really bad mistake of letting the casinos direct where its route ultimately ended up. You see the monorail should of at least ran from the airport and now should run airport-<<<<stadium->downtown with bus terminals with lots of parking interconnecting. To think this HOV ramp is going to help the congestion is just a pipe dream. If we are to be a truly a world class tourist destination, then we need a world class blended public transportation system that supports growth. HOV lanes are not the answer. Another problem is all the traffic lights are not synchronized throughout LV. I would suggest you not do what is proposed and I do not support the plans. We need to do better than this.
Mark Van Dyne, Feb. 9, 2018

Hello Mr. Lerud. I own a condo at The Martin condos. We frequently use the sidewalk along the north side of Harmon Drive to walk to the Strip. Currently, there is no barrier wall that protects pedestrians from the oncoming traffic. Harmon already gets a high volume of taxi, Uber, Lyft and resort shuttles looking to avoid the Strip traffic to utilize Dean Martin Dr as an alternative. So, I have two questions. Given the proposed HOV ramp/lane that looks like it will terminate at the north side of Harmon, will you keep Harmon open to pedestrian traffic so that we will still be able to walk from The Martin to The Strip? My second question is assuming that pedestrian traffic will remain allowed, would NDOT consider installing a barrier wall along the sidewalk to further protect pedestrians given the additional amount of traffic that is likely to now occur on Harmon due to the HOV ramp?

Paul Bradley, Feb. 11, 2018

Hi,
Regarding your study on the Tropicana and Harmon road renovation project study, the proposal creates a new access link in the center of the Harmon avenue bridge. However, their is currently a pedestrian walkway from The Martin condo across the Harmon bridge with access to the Bellagio and Aria. Will this proposal eliminate the pedestrian bridge access for Martin residents? If so, what is the alternative pedestrian access being considered.

Thanks for your assistance with my inquiry.

Jeff Eagle, Feb. 12, 2018

I live in Panorama Towers and have a question regarding the the pedestrian walkway on Harmon that allows us to walk over to the strip. The HOV Harmon ramp proposal that I was just looking at appears to possibly eliminate the walkway. I assume they will need to have a some kind of light at the new intersection the will be created. So maybe there will be a cross walk there, but just wanted to confirm if the walkway over Harmon was going to stay or not. Please let me know if you can.

Inanc Bardakcioglu, Feb. 16, 2018

my family and me live at “The Martin”, 4471 Dean Martin Drive.

We have studied the current plans for the construction at the I-15, right next to our home.

While we welcome any developments on the city and highway infrastructure, we strongly oppose any construction on the Harmon Avenue bridge. We have talked to several of our neighbors and they share our opinion.

There are reasons for our opposition to an hov ramp on Harmon, one of the most important is, that this is the only bridge across the I 15, that is heavily used by pedestrians. While you have the Strip on one side of the highway, the other side is flanked by three high rise residential buildings, The Martin and both Panorama Towers. You don’t have this high density residential area on Hacienda, Tropicana or any other bridge over the I 15.
I think it is a mistake to divert all highway traffic though in between those buildings, especially when the new stadium will be built, this would lead to disastrous traffic situations for the residents of these buildings.

Our suggestion is, that both HOV ramps should be build on Hacienda, that a new concept for connecting the highway with the new stadium should be worked on.

Besides that, further pedestrian traffic on Harmon would slow down traffic on the ramp, not allowing any further pedestrians on Harmon would lead to outrage among all homeowners, those apartments were advertised as Condos within walking distance to the strip.

And last but not least would a ramp on Harmon mean more noise and higher pollution levels for us residents, especially when we sit in our garden, around the pool, right next to the street.

So we kindly ask you to retain from the current plans for the highway construction.

**Sandy Irish, Feb. 20, 2018**

What will the Harmon overpass look like for pedestrians? Will it be safer than it is now? We use it all the time.
INTRODUCTION

In compliance with the National Environmental Policy Act (NEPA), the Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA), is undergoing an environmental review for the I-15 Tropicana project.

As part of the environmental process, NDOT held a second public meeting to solicit input from area businesses and residents, and to provide information on the changes made to the project since the first public meeting, which was held on January 30, 2018. The meeting was held at the Hampton Inn Events Center, located at 4975 S. Dean Martin Drive in Las Vegas. The meeting took place from 4 to 7 p.m. with a formal presentation at 5:30 p.m.

PUBLIC NOTIFICATION

Postcard

A 5” x 7” postcard was prepared and sent to area businesses and residents. The postcard included pertinent meeting information in both English and Spanish. A copy of the postcard is included in Appendix A.

The postcard was mailed within the area marked by the following boundaries: Las Vegas Boulevard to the east, Flamingo Road to the north, the Union Pacific Railroad to the east and Sunset Road to the south. A map of this area is included in Appendix A. Based on these boundaries, the postcard was mailed to approximately 4,077 addresses, which included owners and occupants, as well as a list of key stakeholders that were provided to the mail house.

The postcards were mailed on April 15, 2019. A copy of the receipt from the United States Postal Service can be found in Appendix A.
Newspaper Advertisements

A 1/4th page transportation notice was placed in the Las Vegas Review-Journal on Thursday, April 18, Wednesday, May 1 and Thursday, May 2. The notice was also placed in the Spanish El Tiempo newspaper on Wednesday, May 1.

Additionally, online ads were placed on the websites for both the Las Vegas Review-Journal, reviewjournal.com and the El Tiempo, eltiempolv.com between April 18, 2019 and May 2, 2019. The ads were various sizes and provided 75,000 digital impressions.

All digital ads pointed to a website page, which included the public notice, in both English and Spanish.

Copies of the 1/4th page ads as well as digital ad samples can be found in Appendix B.

Email Distribution

An email containing public meeting information was sent on April 19, 2019, to 344 stakeholders. A second reminder email was sent on May 1, 2019.

A copy of the email can be found in Appendix C.

Website

Prior to the May 2, 2019 meeting, information, including public meeting information and the postcard, were posted on the project website – www.I-15Tropicana.org. Additionally, project information was updated to reflect changes made to the scope of the project since the first public meeting, which was held on January 30, 2018.

Public Relations and Social Media

The NDOT Public Information Office sent out a media advisory promoting the public meeting on April 26, 2019. Information was posted on the agency’s social media channels including Facebook, Twitter and Instagram to promote the meeting as well.

PUBLIC MEETING

Approximately 60 individuals attended the public meeting on May 2, 2019. Some individuals did not wish to sign in. Numerous stakeholders attended including representatives from the Hampton Inn, Penn Gaming, Panorama Towers, The Martin and more. Media outlets, including the Las Vegas Review-Journal, KTNV Channel 13 (ABC), and 8 News Now (CBS), attended the meeting as well. A copy of the sign-in sheet is provided in Appendix D.
All attendees were provided with a meeting packet which included a welcome letter, fact sheet, PowerPoint presentation, presentation boards and comment form. A set of large presentation boards were available for review, as was two large video screens with the project simulation.

A formal presentation was made by Project Manager Jeff Lerud, PE, at 5:30 p.m. This was followed by a question and answer session. Only one public comment was made during the question and answer session. The presentation and Q & A session were captured by a court reporter and the meeting transcript is included in Appendix D.

Two comments were received at the meeting via the comment box. These are provided in Appendix E.

**APPENDICES**

**Appendix A**
Postcard
Mailing Boundaries
USPS Receipt

**Appendix B**
*Las Vegas Review-Journal* Ads tear sheets
*El Tiempo* Ad tear sheet
*Las Vegas Review-Journal* digital ads – samples
*El Tiempo* digital ads - samples

**Appendix C**
Email blast

**Appendix D**
Sign-in sheet
Public Meeting Photos
Meeting Transcript

**Appendix E**
Comments received through end of public comment period – May 17, 2019
APPENDIX A

Postcard

PUBLIC INFORMATION MEETING: I-15 TROPICANA PROJECT

The Nevada Department of Transportation (NDOT) is working on a project to enhance safety and traffic operations at the Tropicana Avenue and I-15 interchange, make improvements to Tropicana Avenue and Dean Martin Drive, and add high occupancy vehicle (HOV) ramps for buses and other multi-passenger vehicles traveling on I-15 to/from Harmon Avenue. Preliminary engineering for the project is complete, and a preferred alternative has been identified. NDOT is continuing the environmental process to evaluate the impacts of the preferred alternative, identify mitigation measures, and document the process for Federal Highway Administration (FHWA) approval. The environmental review is expected to be complete in fall 2019.

- An interactive 3-D visualization model of the project will be available.
- We need your involvement. Please attend the public meeting to ask questions and provide feedback. Project representatives will be available to discuss the project, take comments and answer questions. Comments will be accepted through 5 p.m. on Friday, May 17, 2019. Questions and comments can be submitted to Project Manager, Jeff Lerud, PE, at Jlerud@dot.nv.gov or (702) 671-6866.

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Massey, NDOT Public Hearings Officer at (702) 689-7791 or email: jmassey@dot.nv.gov.
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APPENDIX B
Las Vegas Review-Journal Ad – April 18, 2019

Warren details public lands policy

Senators tally missed votes in 2020 race

Former Virginia governor won't run for president

Transportation Notice

Public Information Meeting

Purpose of Meeting: The Nevada Department of Transportation (NDOT) and the Nevada Public Utilities Commission (PUC) will hold a public information meeting to discuss the project of installing transporation solar projects on the State of Nevada. The meeting will be held on April 18, 2019, at 6:30 PM at the Nevada Department of Transportation, 4775 S. Sahara Ave., Las Vegas, NV 89148. The meeting will be open to the public and will provide an opportunity for interested parties to provide input on the proposed project.

Nevada Department of Transportation

Public Information Meeting

Funding: The project is being funded through a combination of state and federal funds. The total cost of the project is estimated to be approximately $10 million.

Contact: For more information, please contact Jennifer Bell, Nevada Department of Transportation, 4775 S. Sahara Ave., Las Vegas, NV 89148, or call 702-687-9798.

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UniversalSolarDirect.com
“Operación Libertad” en Venezuela
Una tensa jornada de enfrentamientos entre militares y opositores

Unas horas después de que el líder opositor venezolano Leopoldo López fuera rescatado por fuerzas armadas a las que谜底 corresponde al presidente Nicolás Maduro, la escena volvió a los focos de las cámaras de televisión. En una maniobra no prevista en el escenario, los soldados se desplegaron en diferentes puntos de la ciudad, causando especulaciones sobre la situación política en el país.

El escenario fue el este de Caracas, donde los soldados tomaron el control de edificios y plazas. Según fuentes informadas, los soldados llegaron a la zona en el momento en que los opositores estaban habilitando el área para la realización de un acto político. En el lugar, se encontraba una multitud de personas que estaban en la plaza para escuchar el discurso de López.

En el lanzamiento de su mensaje, López criticó duramente a las fuerzas armadas y manifestó que su liberación es un signo de que el régimen está en crisis. "Esta es una señal de que el régimen no tiene control sobre sus fuerzas armadas", afirmó. "Nosotros estamos en la calle y tenemos el apoyo de la gente".

La situación se complicó aún más cuando los soldados se negaron a responder a las preguntas de los periodistas. "No se lo voy a decir, no lo sabemos", fue la respuesta que dieron a los periodistas que los interrogaron. "Estamos aquí para cumplir con nuestra misión y eso es lo que vamos a hacer".

La noticia de la operación generó una inmediata reacción en las redes sociales, donde los ciudadanos se manifestaron a favor de López y contra el régimen de Maduro. "Esto es una victoria para el pueblo venezolano", escribió uno de los usuarios en Twitter. "López sigue siendo la esperanza en este país"

En medio de la tensión, el gobierno anunció que López sería trasladado a un centro de detención en la población de Caracas. Según las autoridades, el líder opositor será sometido a un proceso judicial.

La operación se desarrolló en un contexto de crispaciones políticas en el país. En los últimos días, las fuerzas de seguridad han sido acusadas de violar a los derechos humanos y de utilizar la fuerza con excesivo rigor contra los opositores. "Somos testigos de una represión cada vez mayor", expresó uno de los activistas que han sido detenidos por las fuerzas de seguridad venezolanas.

El presidente de la Asamblea Nacional, Henry Ramos Allup, calificó la operación de "ilegítima" y pidió al gobierno que respete los derechos humanos. "Estamos ante una situación manifiestamente ilegítima", afirmó. "No podemos permitir que el régimen use la fuerza para marginar a la oposición".

La operación "Operación Libertad" es el epicentro de una crisis política en el país que se vive en el marco de una grave crisis económica y social. El presidente de la República, Nicolás Maduro, ha sido criticado por su gestión y por su incapacidad para resolver las graves cuestiones que enfrenta el país. "La situación es grave, pero estamos aquí para luchar", expresó López en su mensaje de liberación.

En medio de la tensión, algunos ciudadanos expresaron su esperanza en que la operación "Operación Libertad" se convierta en un punto de inflexión en la crisis política de Venezuela. "Es una señal de que el pueblo está en el control", escribió uno de los usuarios en Twitter. "López sigue siendo la esperanza en este país"

La situación se complica aún más cuando los soldados se negaron a responder a las preguntas de los periodistas. "No se lo voy a decir, no lo sabemos", fue la respuesta que dieron a los periodistas que los interrogaron. "Estamos aquí para cumplir con nuestra misión y eso es lo que vamos a hacer".

En medio de la tensión, el gobierno anunció que López sería trasladado a un centro de detención en la población de Caracas. Según las autoridades, el líder opositor será sometido a un proceso judicial.

La operación se desarrolló en un contexto de crispaciones políticas en el país. En los últimos días, las fuerzas de seguridad han sido acusadas de violar a los derechos humanos y de utilizar la fuerza con excesivo rigor contra los opositores. "Somos testigos de una represión cada vez mayor", expresó uno de los activistas que han sido detenidos por las fuerzas de seguridad venezolanas.

El presidente de la Asamblea Nacional, Henry Ramos Allup, calificó la operación de "ilegítima" y pidió al gobierno que respete los derechos humanos. "Estamos ante una situación manifiestamente ilegítima", afirmó. "No podemos permitir que el régimen use la fuerza para marginar a la oposición".

La operación "Operación Libertad" es el epicentro de una crisis política en el país que se vive en el marco de una grave crisis económica y social. El presidente de la República, Nicolás Maduro, ha sido criticado por su gestión y por su incapacidad para resolver las graves cuestiones que enfrenta el país. "La situación es grave, pero estamos aquí para luchar", expresó López en su mensaje de liberación.

En medio de la tensión, algunos ciudadanos expresaron su esperanza en que la operación "Operación Libertad" se convierta en un punto de inflexión en la crisis política de Venezuela. "Es una señal de que el pueblo está en el control", escribió uno de los usuarios en Twitter. "López sigue siendo la esperanza en este país".
APPENDIX C

Email blast – April 19, 2019 & May 1, 2019

The Nevada Department of Transportation (NDOT) in cooperation with the Federal Highway Administration (FHWA), invites you to attend a public meeting to solicit input and provide updated project information for the I-15 Tropicana project in Las Vegas. The project will enhance safety and traffic operations at the Tropicana Avenue and I-15 interchange, make improvements to Tropicana Avenue and Dean Martin Drive, and add High Occupancy Vehicle (HOV) ramps for buses and other multi-passenger vehicles traveling on I-15 to/from Harmon Avenue. Preliminary engineering of the project is complete, and a preferred alternative has been identified.

In compliance with the National Environmental Policy Act of 1969 (NEPA), NDOT is continuing the environmental process to evaluate the impacts of the preferred alternative, identify mitigation measures, and document the process for FHWA approval. The environmental review is expected to be complete in fall 2019.

PROJECT BENEFITS: The purpose of the proposed project is to improve traffic operations, capacity, multi-modal access, and safety for current and future traffic and pedestrian needs.

WHEN AND WHERE: Thursday, May 2, 2019, 4-7 p.m., PRESENTATION AT 5:30 p.m. Hampton Inn Events Center, 4975 S. Dean Martin Drive, Las Vegas
WHERE YOU COME IN: Members of the public are encouraged to attend at their convenience any time during the meeting hours of 4 p.m. to 7 p.m. Project representatives will be on hand to discuss and answer your questions. There will be a brief project presentation at 5:30 p.m., followed by a short question and answer period from the audience. Before and after the presentation, the meeting will be conducted as an open-house format to provide an opportunity to view displays and individually discuss the interchange and HOV ramps with project representatives. An interactive 3-D visualization model of the project will be available. At the meeting, your comments may be submitted for public meeting in writing or verbally to a court reporter, who will be available throughout the meeting, in addition to any comments received at the meeting, written or email comments will be accepted through Friday, May 17, 2019. Please email your comments to Jeff Lerud at JLerud@dot.nv.gov with a reference to this project in the subject line. You may also mail your comments using the contact information below.

CONTACT: Jeff Lerud, PE, Project Manager, NDOT, PO Box 170, Las Vegas, NV, 89125; (702) 671-8865.

IF RIGHT-OF-WAY IS NEEDED: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of right-of-way that may be necessary for this project. More detailed information regarding right-of-way can be obtained from the NDOT’s Right-of-Way Division, 1203 S. Stewart St., Carson City, NV, 89712, or by calling (775) 888-7480.

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Maxey, NDOT Public Hearings Officer at (775) 888-7171 or email at jmaxey@dot.nv.gov.
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<th>Address 2</th>
<th>Address 3</th>
<th>City</th>
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<tr>
<td>Alex Smith</td>
<td>123 Main St, City</td>
<td>456 Other St, City</td>
<td>Any Other Address</td>
<td>Las Vegas</td>
<td>555-123-4567</td>
<td>555-876-5432</td>
<td>alexsmith@email</td>
</tr>
<tr>
<td>Sarah Jones</td>
<td>789 Elm St, City</td>
<td>101 Avenue St, City</td>
<td>Another Address</td>
<td>Spring, CA</td>
<td>777-456-7890</td>
<td>777-654-3210</td>
<td>sarahjones@email</td>
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Please sign in for further registration.

Henderson Events Center, 4775 Dean Martin Dr., Las Vegas, NV 89119

- 119 S. Stewart St., Carson City, NV 89702
- 3501 Las Vegas Blvd, Las Vegas, NV 89109
- 200 S. Grand Central Pkwy, Las Vegas, NV 89106

Nevada Department of Transportation
Public Meeting Photos
In the Matter Of:
In Re: I-15 Tropicana Public Meeting

PUBLIC INFORMATION MEETING

May 02, 2019

Job Number: 536342

Litigation Services | 800-330-1112
www.litigationservices.com
NEVADA DEPARTMENT OF TRANSPORTATION

PUBLIC INFORMATION MEETING OF THE

I-15 TROPICANA PROJECT

LAS VEGAS, NEVADA

THURSDAY, MAY 2, 2019

Reported by: Mickey Marez, RPR, NV CCR No. 950
Job No. 536342
PUBLIC INFORMATION MEETING OF THE I-15 TROPICANA PROJECT,

held at Hampton Inn Event Center, located at 4975 Dean Martin Drive,

Las Vegas, Nevada, on Thursday, May 2, 2019, at 4:00 p.m., before

Mickey Marez, Certified Court Reporter, in and for the State of Nevada

APPEARANCES:

NEVADA DEPARTMENT OF TRANSPORTATION:

JULIE MAXEY

JEFF LERUD
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<td><strong>COMMENCEMENT OF PUBLIC HEARING</strong></td>
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<td>JULIE MAXEY: Good evening. We have a couple of minutes we're going to go ahead and start our presentation. I think some of you can finish up your conversations, and find a seat, and we'll get started. Thank you.</td>
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<td>Well, once again, good evening. Thank you for coming out tonight. We know everybody's got busy schedules, but we appreciate you coming out for the I-15 Tropicana Project. And the project has changed a little bit. So this is going to be a community update for the project.</td>
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<td>My name is Julie Maxey, I'm the public hearings officer for the Nevada Department of Transportation. With us tonight is Jeff Lerud, he is a project manager working on this project.</td>
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<td>In a few minutes he'll introduce a few of his team members. I would like to recognize a few people we have in the audience tonight. We have some members of the stakeholders here tonight. So thank you for attending.</td>
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<td>And we've got some displays around the room as well. And then from Civil Effects, they have</td>
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brought in our visualization here. If you've had a
chance to look at those -- please do if you haven't.
We have -- representing us from our
right-of-way team over here tonight if you have any
questions.
We also have two court reporters here
tonight. We have Mickey over here and Karen. They'll
be taking down the presentation verbatim and the Q&A.
Karen will also be here tonight throughout
the whole meeting to take down any open-comment you
would like to come up and say to her during our
open-house, which after the presentation, Q&A, we will
turn the meeting back to an open-house format.
Before we get started, I would like to ask
you to please hold your comments and questions until
after we get through the presentation. And after the
presentation, I need to have you state your name for
the public record.
And with that, I'll go ahead and hand it over
to Jeff.

JEFF LERUD: Thanks, Julie.
Hi, everybody. I'm Jeff Lerud, I'm a project
manager with the Nevada Department of Transportation.
I'm here to talk to you about the I-15 -- the I-15
Tropicana Interchange Project. We're in the NEPA
process. And I'll explain more about that. But before I get too far into it, joining me tonight is the consulting NDOT team. And if you guys could just stand up and wave, I'd appreciate it. These folks will be around the room at the boards and the simulation monitors to answer any questions that you might have after the presentation. So what to expect tonight; these are some of the discussion topics that I am going to cover tonight. The project overview, goals, the NEPA process, project update, next steps, and then we'll have a question and answer at the end.

So as part of the process, there's quite a few agencies and stakeholders that are participating with us in this process. And hopefully you can see them up there. I don't want to read through them, but I'll give you a couple minutes to read through them briefly.

So our project location is on I-15. Our northern limit on I-15 is Flamingo road and our southern limit is Russell -- Russell Road. And it's right on Tropicana Avenue -- it's a reconstruction of Tropicana Avenue. And then our limits on Tropicana itself are to the West Valley View and to the East Las Vegas Boulevard.
So why is this project needed? Congestion, high crash frequency, and pedestrian connectivity. Today, Tropicana backs up pretty significantly. We have an intersection at Dean Martin -- space really close -- a signalized intersection. So there's really close based intersections that are signalized.

On I-15 itself we have a high crash frequency. And one of the reasons we have that is we have a volume right at -- right at Tropicana.

When we did the I-15 South design build, Tropicana was our northern limit. So we had to draw a line in the sand somewhere and so that was our northern limit.

And as a result, we don't have all the lanes that we need to get through there. When Tropicana is reconstructed, we're actually going to lengthen the bridge over I-15 that we can come back someday and add lanes on I-15 just for passing needs.

And then the pedestrian connectivity; right now we only have a sidewalk on one side of the structure on Tropicana. We're going to build a sidewalk on both sides of Tropicana and connect it all the way down to matching at Las Vegas Boulevard and then to the west over to -- to Dean Martin. So we'll have really good access for pedestrians in the future.
So our project goals: We want to improve the operation capacity in Tropicana and the interchange, obviously. We're going to be doing that by adding one lane in each direction for the through-lanes.

And then wherever there's major limits for left-turn lanes or right-turn lanes, we're going to try and maximize those with triple lefts or triple rights.

We want to increase the safety for people and pedestrians. Like I said a moment ago, we're going to have really good connectivity with the sidewalks over Tropicana so you can get to either side of the I-15 relatively easy.

We want to avoid, minimize, and mitigate any kind of environment that we come back up against. And then really minimize the need for additional right-of-way -- right-of-ways in this area because it's a premium. It's really -- we are really going to try and minimize that the best we can. And then we want to include access to Tropicana and The Strip.

So NEPA -- we're in the NEPA process. NEPA stands for National Environmental Policy Act. And what it is -- it's a law requiring federal agencies to assess the environmental effects of a proposed project prior to making decisions.

It establishes a framework for environmental
review and ensures public and agency. Public participation by being here tonight.

It also is a process that is intended to help agencies make decisions that consider environmental consequences and avoid, minimize, and mitigate those environmental impacts.

So, this is our second public meeting. We had a public meeting back on January 30th of 2018. I don't know if some of you folks were here or not, but this is our second one to date.

So, as far as the environmental assessment that we are striving for, these are some of the resources and impacts that we are considering and looking at. All these are being looked at pretty thoroughly.

But really we're focusing on safety and socioeconomic considerations as far, like, the pedestrian connectivity and making it safer for vehicles and pedestrians.

This is our project development process slide. So we've already been through the preliminary project development and planning when we did the Tropicana feasibility study. And that was completed in 2015.

Now we're in the environmental studies and
preliminary engineering stage. We hope to be done with
this by the end of the year and then we'll get into our
next steps of design development, acquiring
right-of-way, and then eventually moving on to
constructing our project, and then shipping into an
operations and maintenance activity.

So this -- this is some of the things that I
was talking about last January of 2018, our previously
proposed project.

So what we had originally was an HOV off-ramp
at Hacienda, to and from the south. We had an HOV
drop-ramp at Harmon, to and from the north.

We eliminated the signal at the intersection
of Dean Martin and Tropicana. And -- I think that's
pretty much it.

And then everything else was about the same
as far as triple left-turns, triple right-turns, and an
additional third lane in each direction.

But what's changed? We've made some HOV
adjustments. So when we did our original public
outreach. We went out and talked to some of the
stakeholders and some of the local residents, things
like that.

And what -- some of the feedback that we got
was there was some concerns about -- on Hacienda there
were concerns of the HOV traffic being introduced to Hacienda and turning towards The Strip.

And if you guys are familiar with it, the Mandalay Bay has -- it covers over Hacienda. So cars will be driving from daylight into a shaded area. And there were some concerns about pedestrians there. So we looked at that.

At Harmon Avenue, there was some -- we went and met with the Panorama Towers and Martin. And all those folks had concerns about walking from their properties over to The Strip.

There's a sidewalk on the north side of that structure and what we were proposing to do was to bring an HOV drop-ramp on the north side.

As a result, that would have broken up the sidewalk and then they would have had to cross at the signalized intersection and the crosswalk with all that additional traffic.

Once we heard these concerns, we went back to the drawing board and we reevaluated our HOV plan. The results of that are we eliminated the offramps at Hacienda. So there's no longer any offramps at Hacienda.

And then at Harmon, we actually took the offramps and put them to the south side. So, now to
get off at Harmon, you go to northbound to get off or
you head southbound and come on the I-15. So to and
from the south.
And what the benefit of that is -- is to stay
away from that sidewalk, there's no longer going to be
a break in that sidewalk. So the folks on the west
side of the I-15 will be able to access the strip on
the sidewalk.
That is just a straight shot. You won't have
to go with the signal. So we think we came up with
some pretty good improvements to address those
concerns.
Also, right here, this is a -- an example of
the simulation of the proposed project. I don't think
it works.
All right. So that's just looking down at
Tropicana. And in the background -- or in the room
over here, we have Wayne and Sands.
And if you do have any questions, we can take
you over there and we can zoom in on specific areas
that are appropriate for you or to address your
concerns.
And to really -- if you haven't seen the
simulation that -- they showed the existing, the showed
the proposed, you can see the Raiders' stadium. And
then they can also toggle on and off traffic -- the
existing traffic, the future traffic, and then the
future traffic with the proposed improvements. It's
really slick if you haven't seen it yet.

So here we are right now, our second public
meeting. Moving forward, we are going to be completing
an environmental assessment, having a public review,
and ultimately a public hearing this Fall of 2019 with
the idea that we will be submitting to FONSI for
approval in the Winter of 2019. About the November
time frame is what we are shooting for.

And then we're hoping to get our finding of
no significant impact for FONSI. And once we get that,
we can begin our next stages of going into the --
right-of-way acquisition process following into
construction.

So we need your help. Please review the
concepts around the room and discuss with the project
experts that are hanging out by the boards and the
simulation monitors.

And provide your feedback on some of the
proposals that we have got. We got some comment parts
that you can write on and submit them. I think you can
take a look at it after this is completed.

And then you can follow us on Twitter,
Facebook, or on our home link wage at www.nevadadot.com.

And then, please, if you do have any comments, please submit them by May 17th so we can get them all incorporated and addressed.

So now let’s do the open-comment period.

JULIE MAXEY: Thanks, Jeff.

So what I want to have you do is step up to the mic. If you want to make a comment, please state your name prior to making your comment or asking your questions. Once again, we are recording this verbatim for the public record.

So with that, my name is Julie Maxey, Public Hearings Officer and we will open it up for comments and questions for the I-15 Tropicana Project.

JEFF LERUD: You guys are easy.

PUBLIC COMMENT

>>>: My name is Peter Georgier and I'm one of the residents at Dean Martin.

I just wanted to know regarding that overpass at Harmon, will there be a possibility of installing something like a shade for the pedestrians crossing from Dean Martin or the Panorama Towers to City Center?

JEFF LERUD: You know, that is definitely something we can look into. Right now, I don't know if
you were at the last meeting.

>>: I was there.

JEFF LERUD: Oh, okay.

Right now, we're concerned as to traffic on
Harmon, speeding and stuff. So we are looking at
putting a barrier there.

>>: That's perfect.

JEFF LERUD: So that's definitely something I
would take a look at.

>>: Yeah, I left the comment on the
proposal. If something that happens or some -- some
kind of a -- some barriers or something would be put
up.

JEFF LERUD: Okay. Thank you.

>>: Thank you.

JULIE MAXEY: Wow. Okay. No one else?

Well, I guess we'll go ahead and close the
Q&A for this portion of the presentation. We will be
here until 7:00 p.m. tonight.

I'd like to remind you that the handout
packet that you got when you came in, there is a
comment sheet. But there's also several other ways
that you can interact with us and leave us your
comments and questions. The comment period is open
until May 17th.
So once again, we are going to be here until 7:00. So please take advantage of our displays and talk to our staff. Thank you.

JEFF LERUD: Thank you, everyone.

JULIE MAXEY: Oh, and one more thing: Lost and found, we have a cell phone. So if you're missing your cell phone, please see the girls at the sign-in table.

JEFF LERUD: Thank you.

(Presentation concluded at 5:41 PM.)
CERTIFICATE OF REPORTER

STATE OF NEVADA  
} SS:  
COUNTY OF CLARK  

I, Mickey Marez, a duly commissioned and licensed court reporter, Clark County, state of Nevada,
do hereby certify: That I reported the taking of the proceeding, NEVADA DEPARTMENT OF TRANSPORTATION,
commencing on Thursday, May 2, 2019, at 4:00 p.m.;

IN WITNESS THEREOF, I have hereunto set my hand in my office in the County of Clark, state of Nevada, this 14th day of May, 2019.

Mickey Marez, RPR, NV CCR No. 950
I-15 TROPICANA PROJECT
Nevada Department of Transportation
May 2, 2019

COMMENT FORM

Name: BOB SWAN
Address: 41525 Deer Motl Unit 2705
City: 
State: 
Zip Code: 89103

Phone (day): 702-501-6709 
Phone (evening): SAME

Email address: swan9901@aol.com

Would you like to discuss your comment or question? Yes ☐ No ☐

Comment or question:
Please provide the ability to turn left from Panorama Towers north egress drive. This can be accomplished by removing 20 or so feet of median island w/o any other changes. Any other fix that would allow this turn should also be considered.

Comments will be accepted through 5 p.m., Friday, May 17, 2019.

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

THANK YOU FOR YOUR TIME AND INTEREST
**I-15 TROPICANA PROJECT**

**Nevada Department of Transportation**

May 2, 2019

**COMMENT FORM**

**Name:** Peter Georgiev

**Address:** 4471 Dean Martin Dr., #4407

**City:** Las Vegas  
**State:** NV  
**Zip Code:** 89103

**Phone (day):** 702 - 767 - 1006  
**Phone (evening):** N/A

**Email address:** VegasVerifiable@gmail.com

**Would you like to discuss your comment or question?** ✔ Yes ☐ No

**Comment or question:**

• On the Hammon overpass, it would be extremely beneficial to the lower residents [The Martin and Panorama] if the sidewalk to City Center had some kind of shade or covering to protect the pedestrians during the 115° summer.
Colleen Franken, Panorama Towers Owner, April 23, 2019

Hello,

We are the owners of a unit at Tower 2 of Panorama Towers. Questions:

1. Will we be prevented from being able to walk across the Harmon Street bridge from Panorama on Harmon to City Center?
2. Will we be affected in any way whatsoever?
3. Will this bridge/walk be made safer so that the pedestrians will be protected from speeding vehicles or drunk drivers along the bridge?
4. Is there anything else we need to know about the construction such as where the ramp will be and how long it will take?

Thank you for your time.