



FACT SHEET

# I-15 CENTRAL CORRIDOR

## BACKGROUND

In 2008, the Nevada Department of Transportation (NDOT) embarked on the I-15 South Design-Build project, which widened the freeway between Blue Diamond Road and Tropicana Avenue. A subsequent endeavor, the first phase of Project Neon, widened I-15 between the Spaghetti Bowl (U.S. 95 interchange) and Sahara Avenue, which was completed in 2019.

The I-15 Central Corridor project will connect the improvements made by these two projects. The corridor has fewer lanes to accommodate the number of vehicles traveling along the interstate. The I-15 Central Corridor is the last section to be upgraded adjacent to the Resort Corridor (the Strip).

The I-15 Flamingo to Sahara Feasibility Study (now known as Central Corridor) was completed in August 2021 and the project is now undergoing environmental studies pursuant to the National Environmental Policy Act (NEPA).

## ABOUT THE PROJECT

NDOT is proposing to address deficiencies along this 4.5-mile stretch of I-15 by evaluating potential improvements that will optimize the operational efficiency and traffic capacity of the Interstate as well as adjacent interchanges with Sahara Avenue, Spring Mountain Boulevard, and Flamingo Road. NDOT is also evaluating the I-15 corridor for additional non-freeway road capacity west of the interstate and new High Occupancy Vehicle (HOV) freeway access between Desert Inn and Sahara.

NDOT will coordinate with local and regional entities to ensure the proposed improvements serve existing and future transportation needs.

### WHAT IS A NEPA STUDY?

A National Environmental Policy Act (NEPA) study evaluates a project proposed by a federal agency, for impacts on the human environment including social, economic, and environmental factors. The public and resource agencies are active participants in the NEPA process. The NEPA study includes consideration of alternatives that meet the identified project purpose and need while avoiding or minimizing environmental impacts. Where impacts cannot be avoided, the lead agencies identify and commit to measures to mitigate environmental harm before moving forward with a project.

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## PROPOSED DESIGN ALTERNATIVES

Roadway improvement alternatives are being developed and analyzed at this time. Alternatives that were evaluated in the 2021 feasibility study are serving as the basis for incorporating the Martin Luther King Jr. Boulevard frontage road extension - between Oakey and Dean Martin/Twain - and a potential HOV interchange in the vicinity of I-15 and Meade Avenue.

## BENEFITS

The benefits of improving I-15 along the Resort Corridor are:

- Matching the capacity of this I-15 segment with stretches of I-15 north of Sahara Avenue and south of Tropicana Avenue
- Reducing emissions and improving connectivity and travel-time reliability.
- Improving safety for motorists and pedestrians along the corridor including adjacent surface streets

## CONTACT INFORMATION

Justin Hopkins  
Public Information Officer  
jhopkins@dot.nv.gov

Mayroong naka Tagalog na mga datos ng proyekto na maaaring mahingi.

