



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 and Sahara Avenue, which was completed in 2019.

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

ABOUT THE PROJECT

NDOT is planning 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 road capacity west of the interstate and new High Occupancy Vehicle (HOV) freeway access between Spring Mountain and Sahara.

NDOT is looking to identify existing and future growth areas where the freeway can be expanded and will coordinate with regional and local entities.

WHAT IS A NEPA STUDY?

A National Environmental Policy Act (NEPA) study evaluates a project proposed by the lead agencies, FHWA and NDOT, 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 evaluated and analyzed at this time. Alternatives that were evaluated in the feasibility study are serving as the basis for incorporating the Martin Luther King Boulevard frontage road extension – between Oakey and Dean Martin/Twain/Industrial - and a potential HOV interchange at 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

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