

Summary of Environmental Impacts

Project NEON is intended to provide safe and efficient travel within and through the study area through improvements to I-15 and local arterials that yield operational and safety benefits for I-15. Beneficial impacts resulting from the project would be safer and more efficient and reliable transportation service in the study area. Improving safety and increasing travel efficiency and reliability on I-15 would reduce transportation costs for commuters, commercial trips, and other trips through the study area.

Under the No-Build Alternative, the interstate and local arterial roadways would not be improved, and there would be no connection to the HOV lanes on US 95. The No-Build Alternative would not affect cultural resources or most of the socioeconomic factors discussed in this document. However, it would still have environmental impacts. It would not produce the air quality benefits the build alternatives would achieve through more efficient traffic flow. The No-Build Alternative, which would not include noise barriers, would not address potential noise impacts caused by increasing traffic volumes on I-15.

Build Alternatives G and H would have various, similar socioeconomic impacts. Because of the highly developed nature of the study area, the proposed project would not affect biological resources. The beneficial impacts of the project would be to air quality and reductions in noise levels for adjacent land uses where noise barriers would be constructed. Table 1 summarizes the potential environmental impacts of the reasonable build alternatives.

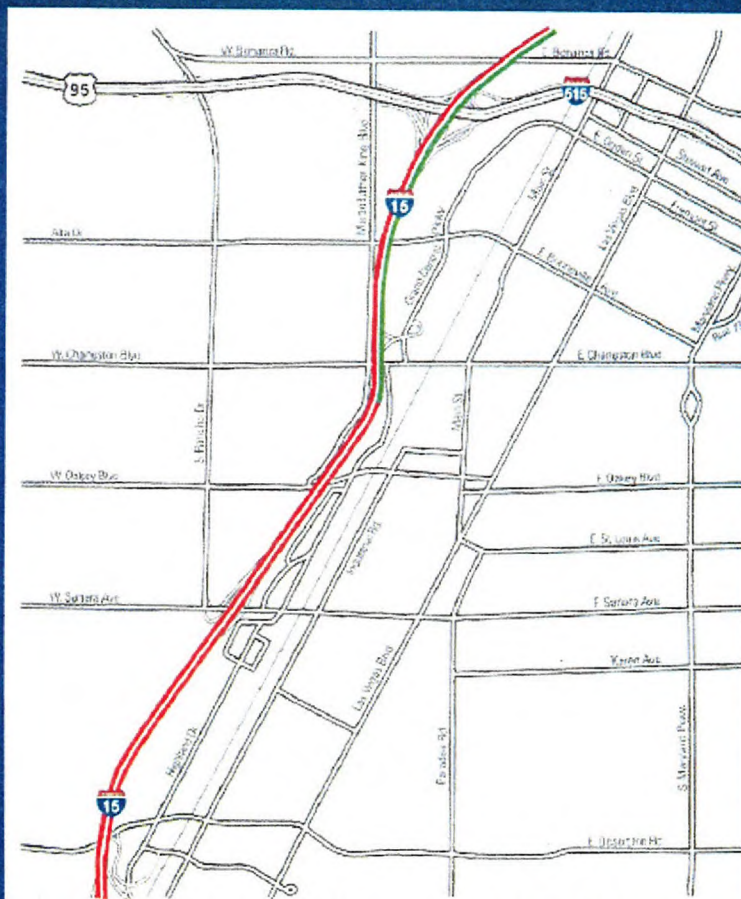
TABLE 1
Impact Summary

Resource	Alternative G	Alternative H
Project length	3.7 miles	3.7 miles
Total cost ^a	\$1.4 billion to \$1.8 billion	\$1.5 billion to \$1.9 billion
New right of way required (acres)	93	115
Residential displacements	345	345
Commercial displacements	445	456
Parking spaces removed	1,520	1,810
Public building displacements	0	0
Historic sites affected	24	24
Archaeological sites affected	0	0
Noise receptors affected ^b	37	35
Potential contaminated sites	1	1
Water quality	Increase in stormwater flow resulting from the increased impervious surface area could increase the highway pollutant loading (e.g., sediment, nutrients, heavy metals) into drainages.	Increase in stormwater flow resulting from the increased impervious surface area could increase the highway pollutant loading (e.g., sediment, nutrients, heavy metals) into drainages.
100-year floodplain	0 acres	0 acres
Major utilities affected	7,800 feet of overhead and underground electrical transmission lines; 4,000 feet of the 36-inch water line under Oakey/Wyoming Avenue	8,200 feet of overhead and underground electrical transmission lines; 4,000 feet of the 36-inch water line under Oakey/Wyoming Avenue

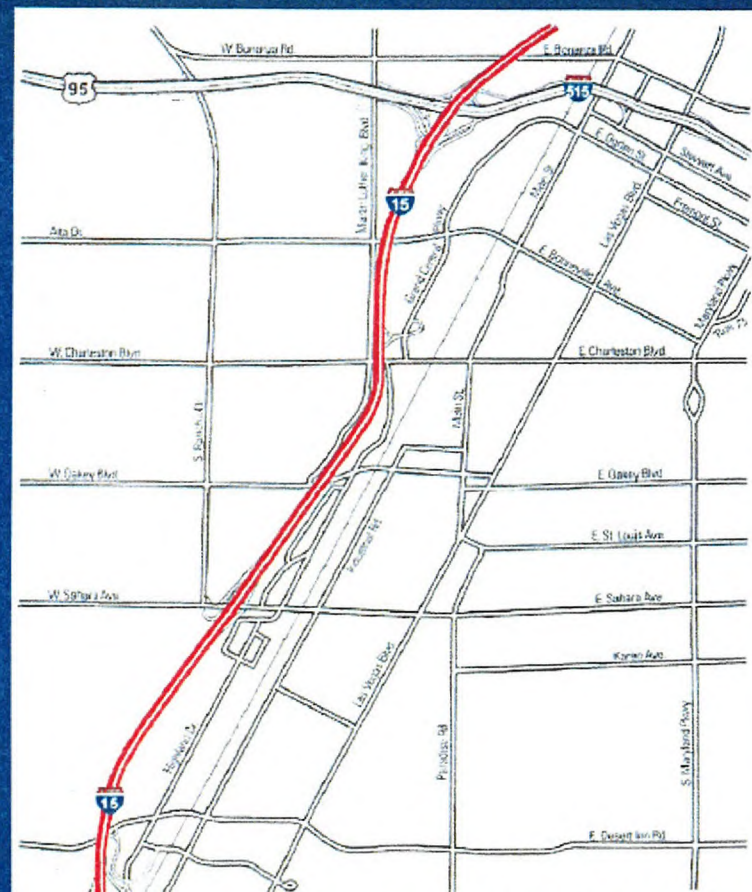
^a The cost estimate for Project NEON is consistent with federal, state and local funding identified in the RTP and TIP.

^b Number of noise receptors included in the noise analysis model that approached or exceeded the noise abatement criterion of 67 dBA.

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2030 No Build Level of Service - AM Peak Hour

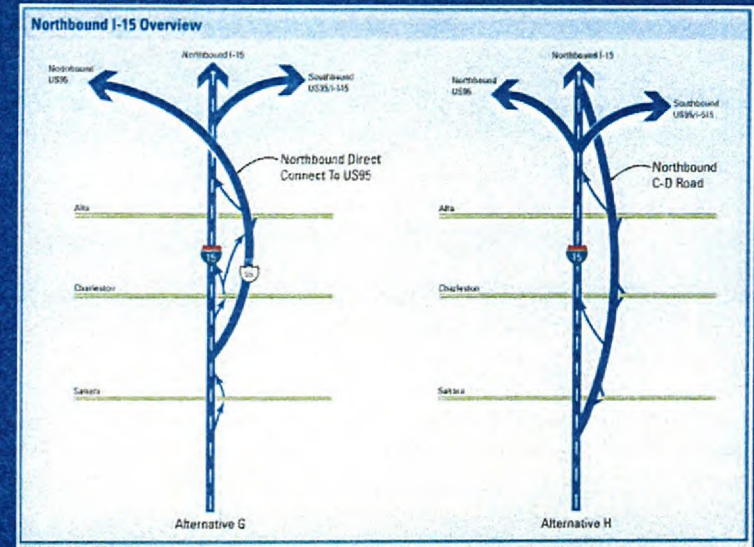


2030 No Build Level of Service - PM Peak Hour

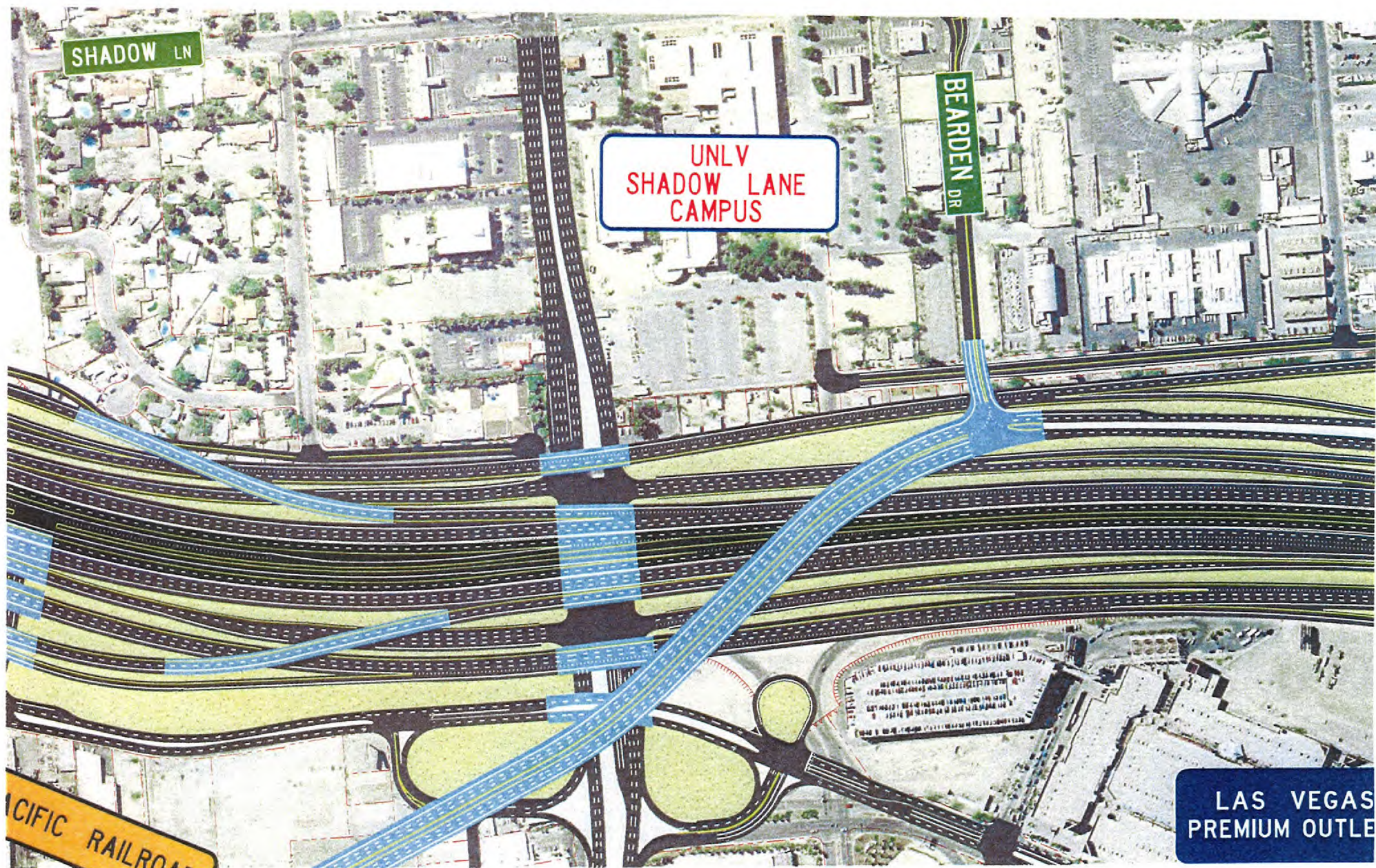
Project NEON

Alternative G & H – Key Operational Differences

- ◆ Current operational condition is less than desirable
- ◆ No-Build will exasperate the current conditions to beyond tolerable
- ◆ Driver Expectancy
 - Alternative H requires NB drivers to make a critical lane choice decision (exit early to access Charleston Blvd. and Alta Dr. via C-D road)
 - Local commuter might adapt to this but, the huge numbers of visitors may not
 - Trucks must also access these interchanges for goods delivery in the area.
 - Missing the exit to the C-D road northbound will create out-of-distance travel for visitors and operational difficulties for large trucks.



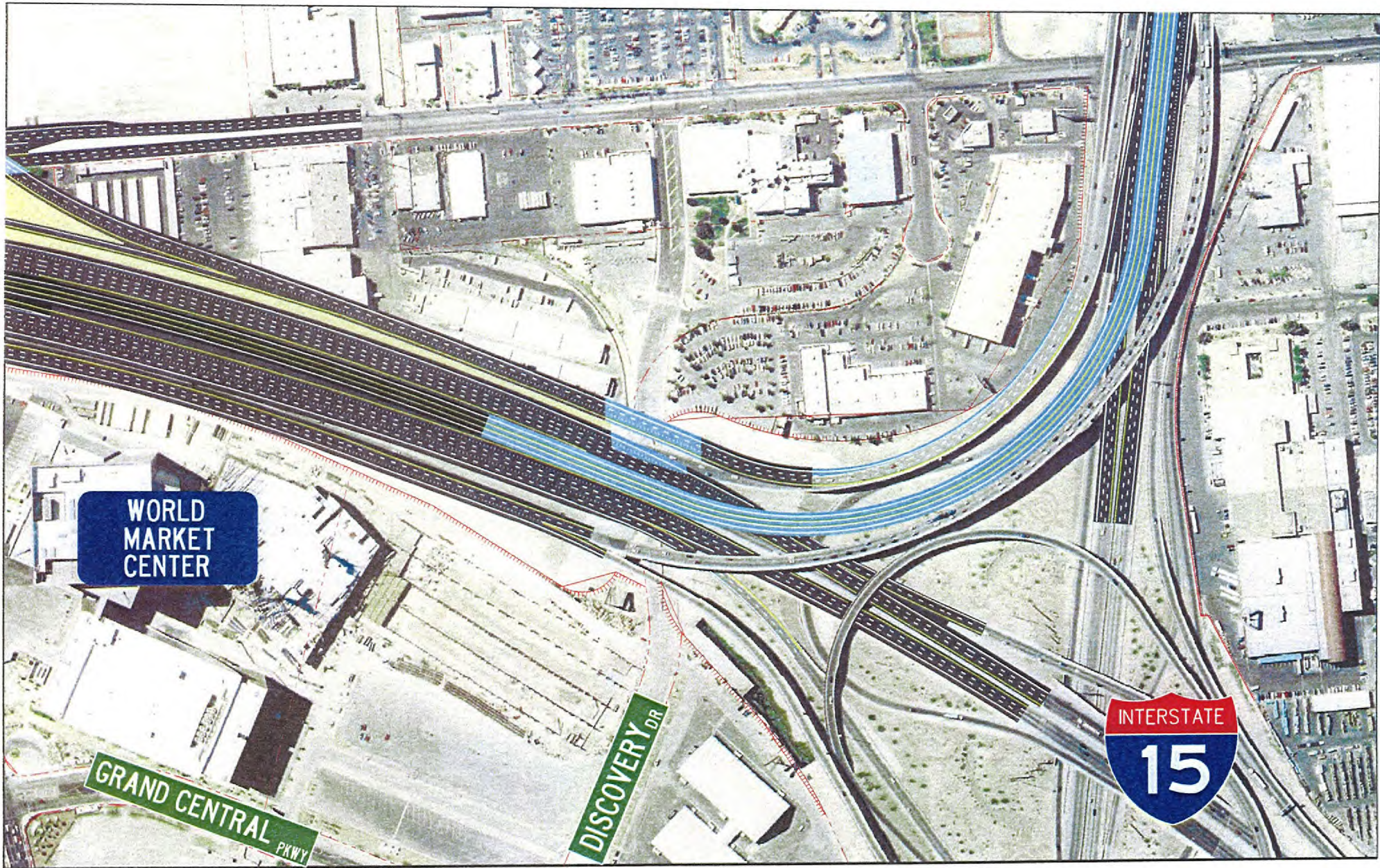
I-15 and Charleston Boulevard Area - Alternative G



I-15 and Charleston Boulevard Area - Alternative H



I-15 South of I-515 - Alternative G



I-15 South of I-515 - Alternative H

