

Appendix 10

Public Involvement Activities

PUBLIC INVOLVEMENT ACTIVITIES HENDERSON INTERCHANGE FEASIBILITY STUDY

PUBLIC INVOLVEMENT PLAN

PUBLIC INVOLVEMENT ACTIVITIES

PUBLIC MEETING SUMMARY FROM MARCH 27, 2019

PUBLIC MEETING SUMMARY FROM DECEMBER 5, 2019
(AVAILABLE AFTER 12/20/19 COMMENT PERIOD CLOSSES)





PUBLIC INFORMATION PLAN
I-11/I-515/I-215 HENDERSON INTERCHANGE
FEASIBILITY STUDY



JANUARY 2019
(UPDATED DECEMBER 2019)

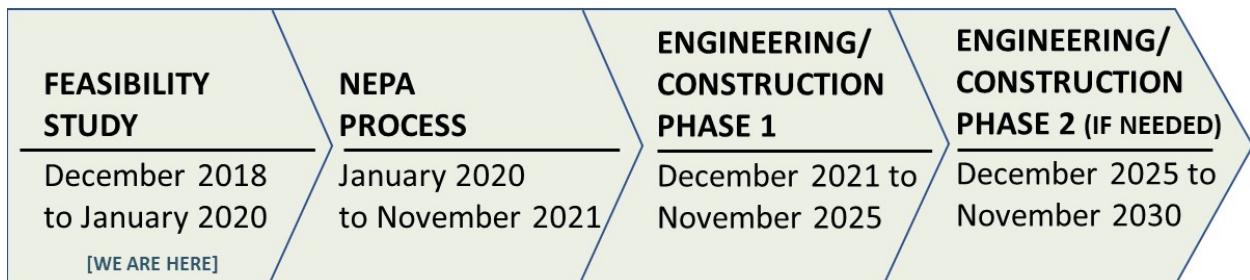


Project Overview

The I-11/I-515/I-215 Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands. The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), has taken the necessary steps to accelerate planning efforts so that the Henderson Interchange can begin the National Environmental Policy Act (NEPA) process in 2020.



Schedule



Communication Goal

Create a comprehensive plan for effective communication and involvement of project stakeholders and the public. Set the stage for successful ongoing communication during planning, NEPA, design, and construction.

Key Audiences

- General public
- City of Henderson elected officials and agency personnel
- NDOT

- Clark County
- RTC of Southern Nevada
- Federal Highway Administration
- Local businesses and organizations
- Local media resources
- Law enforcement agencies
- Emergency service providers

Objectives/Tasks

1. Coordinate all activities with the City of Henderson and the project team.
2. Determine details on the timing and most appropriate mediums, forums, and methods for gathering and disseminating information to stakeholders, the public, and the news media.
3. Support stakeholder/third party meetings with project materials as needed.
4. Plan, advertise, and conduct two public meetings in compliance with federal and NDOT requirements. Notifications as follows:
 - a. R-J ad: 15 days prior to meeting; the day prior to meeting; and day of meeting.
 - b. Advertise once in local minority newspaper, El Tiempo.
 - c. Letter/mailer: two weeks prior to meeting.
 - d. E-blast via City of Henderson and NDOT channels.
5. Create supportive materials for public meetings (handouts, display boards, presentations, and meeting reports including official record via court reporter). Materials can also be used—at the City’s discretion—for eventual project website landing page.
6. Provide bilingual (English and Spanish) public meeting notice and comment forms.

Deliverables

1. Public involvement plan.
2. Public meeting materials (two meetings):
 - a. Notices/advertisements (mailer and newspaper, English and Spanish).
 - b. Handouts (welcome letter, project fact sheet, PDF of presentation, PDF of display boards, and comment forms [English and Spanish]).
 - c. Meeting summary report (within 30 days of meeting conclusion).

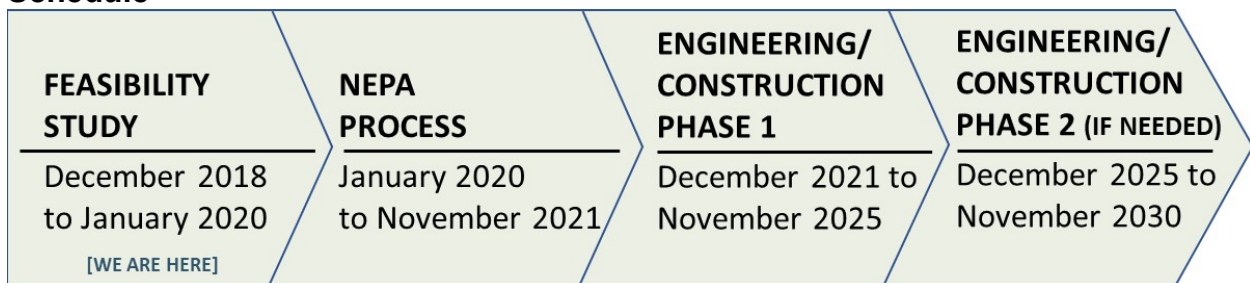
HENDERSON INTERCHANGE PUBLIC INVOLVEMENT ACTIVITIES DECEMBER 2019

Project Overview

The Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County’s population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands. The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), has taken the necessary steps to accelerate planning efforts so that the Henderson Interchange can begin the National Environmental Policy Act (NEPA) process in 2020.



Schedule



Public Involvement (PI) Activities

The PI team provided the following activities in compliance with the project’s approved PI Plan, included with this document as part of the PI summary.

1. Developed and implemented project branding to give the project an identifiable representation to stakeholders and the public and to ensure consistency and recognition of documents.


Branding included the approved project logo, presentation templates, public meeting materials, project fact sheet, and bilingual information for public meetings (public meeting notices and comment forms).

Henderson Interchange

Font Size: [+](#) [-](#) [+](#) [Share & Bookmark](#) [Feedback](#) [Print](#)

Introduction

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the I-11/I-515/I-215 Henderson Interchange. This study is following a [Planning and Environmental Linkages \(PEL\)](#) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed [National Environmental Policy Act \(NEPA\)](#) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020. Upon feasibility study completion, the project will be managed by NDOT.

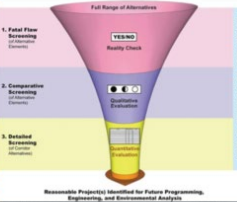


Study Area

The study area limits are from Galleria Drive to Horizon Drive along I-515, and from Valle Verde Drive on I-215 to Van Wagenen Street on Lake Mead Parkway.

How We Got Here

- Public meeting (3/27)
- Alternatives workshop
- Screening report
- Public meeting (12/5) with options



All information presented is preliminary and subject to revision.

Public Meeting 12/05/19 Henderson Interchange Feasibility Study


HENDERSON INTERCHANGE

NEVADA DOT
FOR TRANSPORTATION

BACKGROUND


The Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the Henderson Interchange. This study is following a Planning and Environmental Linkages (PEL)¹ approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA)² studies. The necessary steps have been taken to accelerate planning efforts so that the Interchange can begin the NEPA process in 2020.



PROJECT GOALS

- Improve safety, freeway operations, and regional mobility
- Improve air quality
- Reduce congestion and travel delays



PROJECT COSTS

Project costs are to be determined. One of the initial steps in the feasibility study process is to develop alternative concepts for the project and estimate their costs. These concepts and estimates will be available in mid-to-late-2019.


ANTICIPATED TIMEFRAME

Upon completion of the feasibility study process, NDOT will continue the project efforts including NEPA, final design, right-of-way acquisitions, and construction.

FEASIBILITY STUDY	NEPA PROCESS	ENGINEERING/ CONSTRUCTION PHASE 1	ENGINEERING/ CONSTRUCTION PHASE 2 (if needed)
December 2018 to January 2020	January 2020 to November 2021	December 2021 to November 2025	December 2025 to November 2030

¹For more information on PEL: https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx
²For more information on NEPA: <https://www.epa.gov/nea>

HENDERSON INTERCHANGE



**TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING
FOR
HENDERSON INTERCHANGE FEASIBILITY STUDY**

PURPOSE OF MEETING: The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is hosting a public information meeting for the Henderson Interchange Feasibility Study. This meeting is an opportunity to review and comment on proposed improvements to alleviate congestion, address high-crash locations, and accommodate future corridor growth. This study is following a Planning and Environmental Linkages (PEL) approach. Decisions made as part of the study will be carried forward into more detailed National Environmental Policy Act (NEPA) studies, which will lead to final design and ultimately construction.

PROJECT BENEFITS: The Henderson Interchange project goals are to improve safety, freeway operations, and regional mobility. It will also improve air quality and reduce congestion and travel delays.

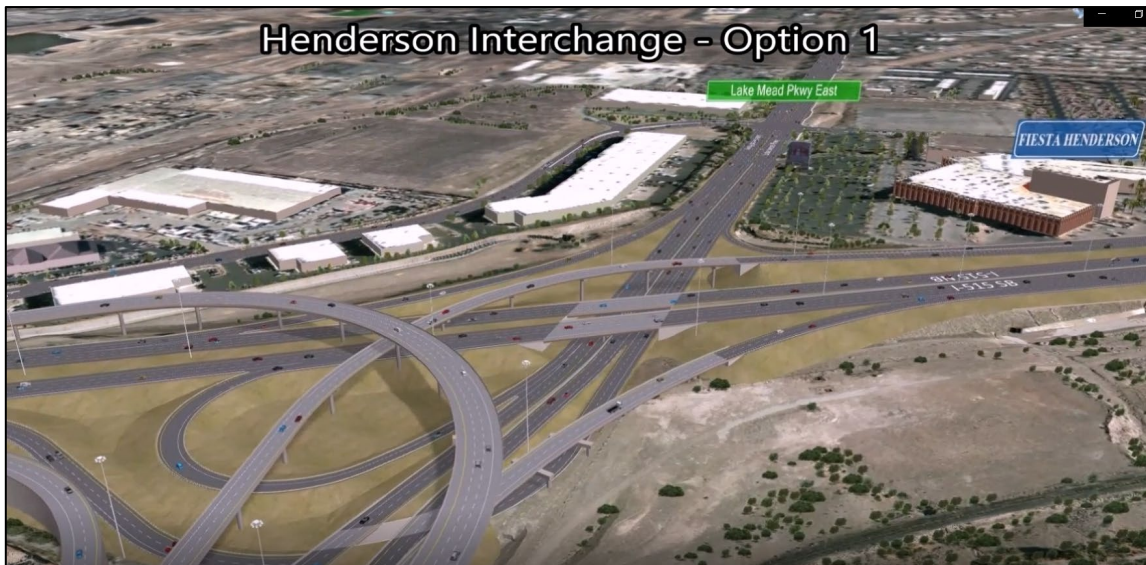
WHEN AND WHERE: Thursday, December 5, 2019, 4 – 7 p.m., **PRESENTATION AT 5:30 p.m.** James I Gibson Library, 100 W. Lake Mead Parkway, Henderson, NV 89015



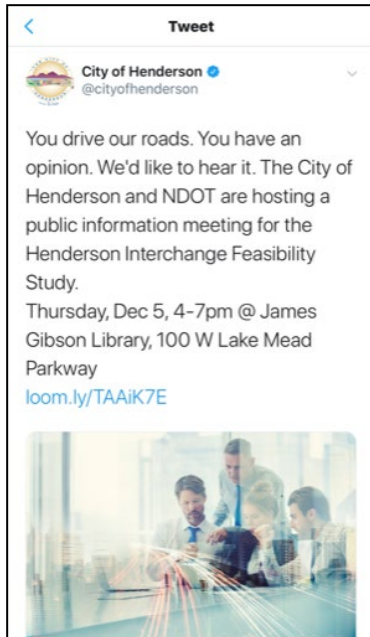
2. Conducted two public meetings to present information and solicit input from businesses, residents, and commuters affected by the project. Note: public meeting summaries are included as an appendix to this document.



3. Enlisted a video consultant to create a drive-through animation of the existing project and two options identified through the feasibility study process.



- Developed and distributed project information through a website landing page (www.hendersoninterchange.com), press releases, and social media posts.



- Created and updated a project contact database for dissemination to public agencies and other agencies for public meetings and project information updates.

PROJECT-RELATED BUSINESS/INDUSTRY			
lisa@blicksvepr.com	Colfin 2010-5 Industrial Owner (Subsidiary of Colony Industrial)	Lisa Baker, PR	914.725.5949
caroline@blicksvepr.com	Colfin 2010-5 Industrial Owner (Subsidiary of Colony Industrial)	Caroline Lut, PR	203.656.2829
lori.nelson@stationcasinos.com	Fiesta Henderson Hotel-Casino, Corporate Communications	Lori Nelson	702.495.4248
laura.carroll@stationcasinos.com	Fiesta Henderson Hotel-Casino, Public Relations	Laura Carroll	702.495.4244
roan.williams@tschem.com	Thatcher Company of Nevada	Roan Williams	702.564.7622
lcastro@core-mark.com	Core-Mark International	Laura Castro	702.876.5220
djd@highimpactsign.com	High Impact Sign & Design	Derek Demarest	702.736.7446
info@goodspiritsdist.com	Good Spirits Distributing	n/a	702.567.5007
jeff.saviano@auroraledsystems.com	Aurora LED Systems	Jeff Saviano	702.386.1088
info@xmfg.com	Xtreme Manufacturing	n/a	800.497.1704
craig.seiden@tun.touro.edu	Touro University	Craig Seiden, VP and CFO	
schlyer.richards@tun.touro.edu	Touro University	Schlyer Richards, VP of Advancement	
renee.aschoff@tun.touro.edu	Touro University	Renee Aschoff, Sr. Director of Projects	
bill.risley@tun.touro.edu	Touro University	Bill Risley, Director of Campus Facilities/Security	
melody.crickman@tun.touro.edu	Touro University	Melody Crickman, Marketing/PR Director	702.777.4789
lori.nelson@stationcasinos.com	Sunset Station Hotel-Casino, Corporate Communications	Lori Nelson	702.495.4248
laura.carroll@stationcasinos.com	Sunset Station Hotel-Casino, Public Relations	Laura Carroll	702.495.4244
kim@vistalandscape.com	Vista Landscape Center	Matt Hall, General Manager (email for Kim)	702.565.6611
jdotchin@ndep.nv.gov	Nevada Environmental Resource Trust	James Dotchin, Chief of Environmental Programs	702.486.2850 x 235
pygbuhay@up.com	Union Pacific Railroad	Peggy Ygbuhay	916.789.5033

Also created an interactive comment/response matrix for all project correspondence from stakeholders and the public with project representatives. This matrix is included as an appendix to this document.



PUBLIC MEETING SUMMARY
I-11/I-515/I-215 HENDERSON INTERCHANGE
FEASIBILITY STUDY



MARCH 27, 2019

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**I-11/I-515/I-215
 HENDERSON INTERCHANGE FEASIBILITY STUDY
 PUBLIC MEETING SUMMARY
 MARCH 27, 2019**



PROJECT OVERVIEW

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the I-11/I-515/I-215 Henderson Interchange. This study is following a Planning and Environmental Linkages (PEL) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020. Upon feasibility study completion, the project will be managed by NDOT.



Existing Henderson Interchange

The Henderson Interchange was constructed in the 1990s, when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

Study Area

The study area limits are I-515, from Sunset Road to Horizon Ridge Parkway, and Lake Mead Drive, from Basic Road to Stephanie Street.

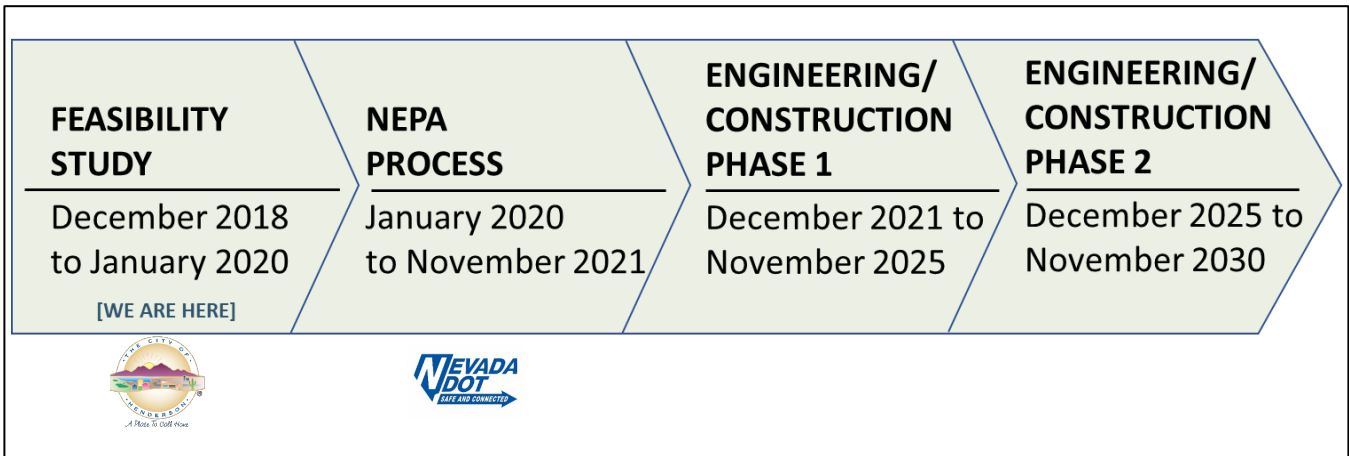
Project Benefits

The Henderson Interchange project goals are to improve safety, freeway operations, and regional mobility; improve air quality; and reduce congestion and travel delays.



Schedule

The graphic below shows the anticipated schedule.



Anticipated Schedule (Subject to Revision)

MEETING LOGISTICS

The public involvement (PI) team, in coordination with the City of Henderson’s project team, identified March 27, 2019, as an appropriate date for the stakeholder meeting. The team recommended Grand Ballroom B at the Henderson Convention Center. The team reserved the venue, and the meeting was arranged and held on March 27 from 4 p.m. to 7 p.m., with project presentations at approximately 4:30 p.m. and 5:30 p.m.

NOTIFICATIONS

The PI team coordinated and disseminated the following notifications to team members, stakeholders, and the public:

1. E-blasts to internal project team and agency distribution lists (NDOT and City of Henderson).
2. A mailer printed and distributed to approximately 18,000 homes/businesses via Every Door Direct Mail service.

PUBLIC MEETING FOR I-11/I-515/I-215 HENDERSON INTERCHANGE FEASIBILITY STUDY

PURPOSE OF MEETING
You are invited to attend a public information meeting for the I-11/I-515/I-215 Henderson Interchange Feasibility Study. The project is the next step in the process to achieve the goal of improving the interchange to alleviate congestion, address high-crash locations, and accommodate future corridor growth. This study will allow the City of Henderson and the Nevada Department of Transportation (NDOT) to move forward into the National Environmental Policy Act (NEPA) process efficiently, which will lead to final design and construction.

WHEN AND WHERE
 Date: March 27, 2019
 Time: 4 – 7 p.m. (Presentation at 5:30 p.m.)
 Location: Henderson Convention Center
 Grand Ballroom B
 200 S. Water St.
 Henderson, NV 89015

Public Meeting Mailer

**TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING
FOR
I-11/I-515/I-215
HENDERSON INTERCHANGE FEASIBILITY STUDY**

PURPOSE OF MEETING: The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is hosting a public information meeting to solicit input for the I-11/I-515/I-215 Henderson Interchange (Henderson Interchange) Feasibility Study. The study is following a Planning and Environmental Linkages (PEL) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

PROJECT BENEFITS: The Henderson Interchange project goals are to improve safety, freeway operations, and regional mobility; improve air quality; and reduce congestion and travel delays.

WHEN AND WHERE: Wednesday, March 27, 2019, 4 – 7 p.m., **PRESENTATION AT 5:30 p.m.**
Henderson Convention Center, Grand Ballroom B, 200 S. Water St., Henderson, NV 89015

WHERE YOU COME IN: Members of the public are encouraged to attend at their convenience any time during the meeting hours of 4 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 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 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, April 12, 2019. Please email your comments to james.caviola@c-agroup.com, referencing this project in the subject line. You may also mail your comments using the contact information below.

CONTACT:
 Mail: Jim Caviola, PE, PTOE, CA Group
 2785 S. Rainbow Boulevard
 Las Vegas, NV 89146
 702.689.5945
 Email: james.caviola@c-agroup.com

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 at least 48 hours in advance by contacting Adrian Stephens, ADA Coordinator, at 702.267.1709, TTY: 7-1-1 or adrian.stephens@cityofhenderson.com.

Public Meeting Notice

3. Meeting notification posting on local agency websites and on NDOT's public information web page.
4. Notices in the Las Vegas Review-Journal main news section on March 13, 26, and 27; and a Spanish version of the notice in *El Tiempo* on March 20.
5. Press release and associate social media coverage.



TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING
FOR I-11/I-515/I-215
HENDERSON INTERCHANGE
FEASIBILITY STUDY

PURPOSE OF MEETING: The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is holding a public information meeting to solicit input for the I-11/I-515/I-215 Henderson Interchange (Henderson Interchange) Feasibility Study. The study is following a Planning and Environmental Linkages (PEL) approach, which is intended to address the time required to take projects from planning to implementation. Decisions made as part of this study forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

PROJECT OBJECTIVES: The Henderson Interchange project goals are to improve safety, increase operations, and improve mobility, increase air quality, and reduce congestion and travel delays.

WHEN AND WHERE: Wednesday, March 27, 2019, 4 - 7 pm. PRESENTATION AT 5:30 pm. Henderson Convention Center, 200 S. Water St., Henderson, NV 89015

WHEN YOU COME: Members of the public are encouraged to attend at their convenience any time during the meeting hours of 4 to 7 pm. Project representatives will be on hand to discuss and answer your questions. There will be a brief project presentation at 5:30 pm. Subject to a 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 meet one-on-one and discuss the interchange with project representatives. At the meeting, your comments may be submitted for public record in writing or verbally to a staff member, 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, April 12, 2019. Please email your comments to john.manning@ndotnv.gov, including the project in the subject line. You may also send your comments using the contact information below.

CONTACT:
MEL JENSON, PE, PTOE, CA Group
2100 N. Rainbow Boulevard
Las Vegas, NV 89108 702.863.9040
Email: john.manning@ndotnv.gov

SPECIAL ACCOMMODATION REQUESTS: Reasonable efforts will be made to assist and accommodate persons with disabilities wishing to attend the meeting. Requests for auxiliary aids or services to assist persons with disabilities should be made at least 30 days in advance by contacting John Daykin, ADA Coordinator, at 702.267.1500, TTY: 711 or ada@ndotnv.gov.

“The county also continues to deny requests for autopsy records, even for cases that are not part of the child death review process. In May, the coroner’s office refused to release autopsy reports for the victims of a helicopter crash at the Grand Canyon earlier in the year. County spokesman Dan Kuhn told the Review-Journal that the records are available only to next of kin and not the public. The coroner released the autopsy of the 58 victims of the Oct. 1, 2017, crash.”

“Cook said, “It’s indicative of a culture throughout Nevada government that public agencies are above the law.”

Padenberg and the district attorney’s office, which is representing the coroner, declined comment through Kuhn for this story. “The county’s legal position is set forth in the briefs filed with the courts,” Kuhn wrote in an email.

Contact Arthur Kane at akane@reviewjournal.com. Follow @ArthurMKane on Twitter.

News Releases

Font Size: + - + Share & Bookmark

Search

I-11/I-515/I-215 Interchange Feasibility Study Meeting March Henderson
Post Date: 03/20/2019 9:40 AM

WHAT: The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT) information meeting to solicit input for the I-11/I-515/I-215 Henderson Interchange (Henderson Interchange) Feasibility Study. The study is following a Planning and Environmental Linkages (PEL) approach, which is intended to address the time required to take projects from planning to implementation. Decisions made as part of this study forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

City of Henderson Government
19K like this · Henderson, Nevada · Government Organization

Mar 25 · ...input for the I-11/I-515/I-215 Henderson Interchange Feasibility Study. Learn more about the project, meet with project representatives and provide your feedback. For additional information, visit <https://loom.ly/lwpxl-0> Wednesday, March 27 4pm-7pm...

13

4 Comments 18 Shares

Media Coverage of Meeting Notices

WEBSITE

The PI team worked with NDOT to create a Henderson Interchange landing page on NDOT's website: www.hendersoninterchange.com. Information about the meeting was displayed on the website, which also contains other study resources and contact information. This site will serve as a seamless transition for when the project moves into the NEPA phase, managed by NDOT.

Introduction

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the I-11/I-515/I-215 Henderson Interchange. This study is following a [Planning and Environmental Linkages](#) (PEL) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed [National Environmental Policy Act](#) (NEPA) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020. Upon feasibility study completion, the project will be managed by NDOT.



Study Area

The study area limits are I-515, from Sunset Road to Horizon Ridge Parkway, and Lake Mead Parkway, from Basic Road to Stephanie Street.



Background

The I-11/I-515/I-215 Henderson Interchange was constructed in the mid-1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate the growing traffic demands.

[Project Website](#)

ATTENDANCE

According to the sign-in sheets attached to this document, 113 people attended the meeting. The photos below are from the project presentation and the open-house session.



Presentation and Open House

MATERIALS

The team prepared a PowerPoint presentation, 36-inch by 48-inch display boards, and handouts for attendees. All of these materials are attached to this summary for reference. In addition to the standard presentation, a looping PowerPoint presentation ran during the open-house period, with information on the meeting's topics and how to participate.

**PRESENTATION AT 5:30 PM
OPEN-HOUSE FORMAT BEFORE
AND AFTER PRESENTATION**

**I-11/I-515/I-215
HENDERSON
INTERCHANGE**

All information presented is preliminary and subject to revision

NEVADA DOT
Public Meeting
3/27/19
Henderson Interchange Feasibility Study

Proposed Project Timeline

FEASIBILITY STUDY	NEPA PROCESS	ENGINEERING/ CONSTRUCTION PHASE 1	ENGINEERING/ CONSTRUCTION PHASE 2
December 2018 to January 2020	January 2020 to November 2021	December 2021 to November 2025	December 2025 to November 2030

[WE ARE HERE]

All information presented is preliminary and subject to revision

NEVADA DOT
Public Meeting
3/27/19
Henderson Interchange Feasibility Study

Possible Concept

- I-515 northbound to I-215 westbound braid over I-515 southbound to I-215 westbound ramp and Gibson westbound off-ramp
- Lake Mead eastbound two-lane off-ramp from I-215 eastbound and braid over Gibson eastbound on-ramp
- Tia to existing Lake Mead eastbound after railroad crossing

All information presented is preliminary and subject to revision

NEVADA DOT
Public Meeting
3/27/19
Henderson Interchange Feasibility Study

Ways to Provide Comments

Fill out a comment form included in your handout packet & place it in the comment box, or provide verbal comments tonight to the court reporter

Submit your comment form by mail:
Jim Caviola, PE, PTOE
CA Group
2785 S. Rainbow Blvd., Las Vegas, NV 89146

Send email to james.caviola@c-agroup.com with "Henderson Interchange" in the subject line
www.hendersoninterchange.com
Comments accepted until 5 p.m., April 12, 2019

All information presented is preliminary and subject to revision

NEVADA DOT
Public Meeting
3/27/19
Henderson Interchange Feasibility Study

March 27, 2019

Welcome:

Thank you for attending this informational meeting regarding the I-11/I-515/I-215 Henderson Interchange Feasibility Study. The project's goals are to improve safety, freeway operations, and regional mobility; improve air quality; and reduce congestion and delays. Upon completion of the feasibility study, the Nevada Department of Transportation (NDOT) will continue the project efforts including the National Environmental Policy Act (NEPA) process, final design, right-of-way acquisition, and construction.

This meeting will be open-house format from 4 to 7 p.m. Project representatives will provide a brief presentation beginning at 5:30 p.m., followed by a question and answer period from the audience. The presentation and public comment period will be recorded by a court reporter.

During this meeting, we are seeking your input, which can be provided in several ways:

- During the open-house portion of the meeting, you may make an oral statement to the court reporter, who will be available throughout the entire meeting.
- You may fill out the comment form attached to this handout and deposit it in the comment box or give the completed form to one of the project representatives.
- The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the public transcript for this meeting if received by April 12, 2019 at this address:
James Caviola, CA Group
2785 S. Rainbow Boulevard
Las Vegas, NV 89146
- You may email your comments to james.caviola@c-agroup.com. Please reference this project in the subject line. Email comments will be accepted until 5 p.m., Friday, April 12, 2019.

Thank you for attending this informational meeting and for giving us your comments.

Sincerely,

Thomas Davy, PE, City Engineer
City of Henderson

NEVADA DOT
SAFE AND CONNECTED
I-11/I-515/I-215
HENDERSON
INTERCHANGE

**I-11/I-515/I-215
HENDERSON INTERCHANGE**

BACKGROUND

The I-11/I-515/I-215 Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the Henderson interchange. This study is following a Planning and Environmental Linkages (PEL) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

PROJECT GOALS

- Improve safety, freeway operations, and regional mobility
- Improve air quality
- Reduce congestion and travel delays

PROJECT COSTS

Project costs are to be determined. One of the initial steps in the feasibility study process is to develop alternative concepts for the project and estimate their costs. These concepts and estimates will be available in mid to late 2019.

ANTICIPATED TIMEFRAME

Upon completion of the feasibility study process, NDOT will continue the project efforts including NEPA, final design, right-of-way acquisitions, and construction.

FEASIBILITY STUDY	NEPA PROCESS	ENGINEERING/ CONSTRUCTION PHASE 1	ENGINEERING/ CONSTRUCTION PHASE 2
December 2018 to January 2020	January 2020 to November 2021	December 2021 to November 2025	December 2025 to November 2030

*For more information on NEPA: <https://www.epa.gov/hepa>
*For more information on PEL: https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx

NEVADA DOT
SAFE AND CONNECTED
I-11/I-515/I-215
HENDERSON
INTERCHANGE

Attendees had several ways to get involved, ask questions, and provide comments:

1. Before and after the PowerPoint presentations, project team personnel were available at the display boards to answer questions and provide technical information.
2. The comment forms, attached to this file and part of the handout package, allowed attendees to provide written comments.
3. The court reporter was available throughout the entire meeting to take official comments for the project record.
4. Attendees were provided the email, website, and mailing address contact information.

All official comments/questions and answers were compiled and will be available as an ongoing account of public/stakeholder correspondence.

TRANSCRIPT

The full transcript from Litigation Services is attached to this PDF file.



Public Information Meeting
I-11/I-515/I-215 Henderson Interchange Feasibility Study
 March 27, 2019, 4 – 7 p.m.
 Grand Ballroom B, Henderson, Nevada



Please Sign In / Por Favor Registrars

Name / Nombre Representing / Organización	Address / Dirección City State Zip / Ciudad, Estado, Código Postal	Phone / Teléfono E-mail / Electrónico	How did you hear about this meeting? ¿Cómo se entero de esta reunión?
Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Bob O'Brien	840 Vianis del Montepa 89012	702-564-7706	Post Card
2. Bob O'Brien	840 Vianis del Montepa 89012	702-564-7706	Post Card
3. Ben Robinson	406 Burton St Hnd. NV 89015	702 768 2174	mail
4. MARILYN CHISHOLM	406 BURTON ST HD NV 89015	702 768 2175	MAIL
5. Tim & Connie Meacham	1009 RENOVA HD NV 89015		MAIL
6. Rebecca d Miller	232 Rocky Basin St 89012		
7. Allen Moore	1013 Geranium Drive 89011		
8. Ruth Lawrence	432 Viewmont Dr 89015	702 235 7699	Post card
9. Hane Schwartz	852 Tarbet Ave. 89012	623-521-3931	post card
10. Wayne Horlacher	1401 N. GV Pkwy, Suite 160 Henderson NV 89015	702-561-1430	
11. Jane Camburn	102 E Lake Mead Pkwy 89015	702-616-4432	Postcard
12. James Zalkosky	390 Manslow Way 89015		NEWS PAPER
13.			
14.			
15.			
16.			
17.			

NOTICE: THE INFORMATION YOU PROVIDE BECOMES A PUBLIC RECORD SUBJECT TO DISCLOSURE (NRS 239.0107)
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Public Information Meeting
I-11/I-515/I-215 Henderson Interchange Feasibility Study
 March 27, 2019, 4 – 7 p.m.
 Grand Ballroom B, Henderson, Nevada



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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. WAYNE WOODFORD	760 ROSEWATER DRIVE HENDERSON NV		
2. MISSY SHANKLE	10 MAGNESIUM ST 89015		
3. Ryan Westphal	652 Desert Passage St. Henderson 89002	RyanWestphal@gmail.com	
4. Andrew Truier	25 J ATLANTA AVE 89015		
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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Stephen & Salley Sawyer	223 Pacific Cascades Drive	702-547-0984	E-mail
2. DALE & DENISE LEONARD	1014 COMPANION WAY HENDERSON, NV 89011	702-568-1500, DALENISEL@COR.NET	MAIL
3. Jennifer Souza	425 Tiger Lily Way Henderson NV 89015	702-218-0734	Mail
4. William H. Engelmann	1784 Bridlegate AVE. Henderson ⁸⁹⁰¹²	702-456-3126	Newspaper
5. DAVID ZAMARIN	203 Sunset Shower Dr 89012	dn data 0669@gmail.com	e mail
6. VICTORIA KOOGLER	622 Arthur Ave Henderson 89015	779-875-0870	mail
7. Jacob Pope	"	702-767-4480	mail
8. Tom HATHAWAY	1017 GERANIUM DR BLVD, 89011	702-566-6350	EMAIL
9. Keith Kennedy	411 JENA ST HEND 89015		
10. Shawn Johnson	2060 Houdini St Henderson NV 89002	702-884-4008	Next door App
11. Jim + Doris Deschen	353 W. Rochell; H N 89015	702 565-6008	
12. Jim Gibson	835 Fairview Dr H.N. 89015	jungibsonleg@gmail.com	Co. Commissioner
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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Barbara Manning	677 Burton St. Hnd. NV 89015	702-375-3871	
2. DANNY SHEPARD	656 BURTON ST HEND NV 89015	702-672-6788	
3. Daron Duke	2805 Whisper Lane, Hnd., NV, 89017	775-250-3364	Mail
4. Bill Wilson	1111 GENEVA AVE	702-565-6813	
5. Jay & Anne Blazola	152 Belmont Canyon Place	702.241.5348	Nextdoor
6. Paul Green	251- CANVAS ST.	702-279-2550	
7. James B. Kelley	636 Rolling Valley Way	702-610-5707	
8. Paula & Zeb Walker	1332 Passiflora Dr. Henderson 89002	702-567-8250	
9. Jason Loul, NDOT	600 Grand Station Las Vegas, NV	267 461 1529	
10. Bret Peterson	271 Prudence Ct	702-435-5083	mail
11. Jose Loya	792 Forest Peak St. Henderson 89011	925-759-5397	mail
12. Janice Loya	792 Forest Peak St. Henderson 89011	925-759-5348	mail
13. Paul Trapp	28 Grand Miramar Dr. Henderson 89011	ptrapp8142@aol.com	On an APP
14. Scott Lushinsky	320 Belfast St Henderson 89015	702 743-0623	E-mail
15. ROBERTA HANE	11 S. GIBSON ST. 89012	(808) 388-1168	
16. John T Wylie Jr	511 National St Henderson NV 89005	702-561-3164	Facebook
17. Harriet Bellotti	292 Gingerbread St. 89012		friend

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. BARBARA WINN	834 SECO VERDE AVE, 89015	702-558-4175	WEB
2. JENNELA BATTLES	934 CALAMITY JANE LN 89002	702-564-2476	WEB
3. JOSEPH McKEE	1235 CASAPALERMOCIR. 89011	805 415 316	MAILER
4. DOROTHY HEDGE	218 WINTERPORT ST 89075	702 283 5142	RJ
5. John Brownell	141 W. Highland DR 89015	702-565-7699	mailer-
6. Richard Souza	425 Tigerhily way 89015	702 980 7462	mailer
7. Ken Curry			mailer
8. DWANE BACE	205 Red Cloud Terrace 89015		
9. MICHAEL MALON	1004 CUTLER ST. 89011	775-762-5463	
10. SUE SMUSKIEWICZ	1571 Palomiro Dr 89002	702-565-0465	Paper, Facebook
11. Bob Dachelet	863 Sumner Ranch Rd Hender. 89012	702-458-0297	Mail
12. Michelle Berkowitz	516 Burton St, Henderson 89015	714-514-3737	Nextdoor
13. Gordon Goolsby		702-730-3404	
14. GARRIUS FARRAH	23 Garrett Ct Henderson	702-565-6066	Flyer
15. Michael Farrah	23 Garrett Ct Henderson	702-581-6584	Flyer
16. Alyssa Rodriguez	240 S. Water St	702 267 3033	
17. Mary Jean Williams	750 Palo Verde Dr Henderson	0224 315 8491	Friends

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**Public Information Meeting
I-11/I-515/I-215 Henderson Interchange Feasibility Study**

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Jim Ackermann	493 Elm Crest Pl Henderson NV 89012	702/622-7626	Ch. 5 TV
2. Linda Ackermann	493 Elm Crest Pl Henderson, NV 89012	702-622-4815	Ch. 5 TV
3. Randy Shook	300 W Victory Henderson, 89015	702-293-3255	
4. Ron Mouron	1029 Golda Wy. Henderson	702-456-4086	
5. John & Betty Young	305 Oak Canyon Dr Henderson	702-565-1649	Postcard
6. Darryl Depp	2101 Mountain Echo Ave, 89014	702-617-3530	E-mail
7. Sivam Bala	2785 S Rainbow Blvd	702-685-5945	
8. AULINE WELLS	460 WATERWHEEL FALLS DR 89015	702-564-6379	
9. HENRY WELLS	460 WATERWHEEL FALLS DR 89015	702 564 6379	
10. JOHN KARACHEPONE	250 PILOT ROAD #160 89119	702 938 5508	
11. GERALD GUNNY	84 SCORPIOD ISLAND ST	702 524 1231	MAIL
12. Gene Howley	1090 Las Palmas Entrada Ave	702 566-5991	postcard
13. RALPH BATES	766 LAWRENCE DRIVE	702-525-0455	NEWS PAPER
14. TOM USATENKO	4117 W. BASIC RD. 89015	702-370-1105	MAIL
15. BEN REED	520 N MILAN ST	702 498-2556	MAIL
16. BEALE BERSON	1056 FLATFOOT AVE	702-856-0125	MAIL
17. CAL + Lynda Kiddle	523 ESCALANTE DR	702 565-8430	NONE

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Eve & Luz Blumensadt	110 Richland Hills Ave. Henderson, NV 89017	(702) 370-1836	
2. DAVID VOISS	428 PALEGOLD 89012	702 336-9320	
3. Leonard F. Hagan	117 CEDAR ST. 89015		New Paper
4. Chris Gilmore	516 Burton St, Henderson NV 89015	702-764-1036	Searched
5. Jay Benck	940 Rockledge Henderson NV 89015	856-313-8636	Letter in mail
6. Jason Wagner	961 Sparrow Moon Dr Henderson 89015	702-219-3536	NEXT DOOR
7. Kevin & Pam Smith	2139 Maple Springs		Next Door
8. Erin Reiswerg	1278 Dove Tree Court 89014	702-403-6392	Next Door
9. Sandy Shoosmith	465 Potomac St Henderson Nev		
10. Rebecca Brettle MOLA	466 Potomac St. Henderson, NV	310-658-9377	Mail
11. Carol Ely	47 Church St Henderson 89015	702-566-7448	Mail
12. Victoria Dalesandro	31 Church St. Henderson 89015	760-864-5821	newspaper mail
13. Roger & Mary Rose	2401 EddCamp St Henderson 89002		
14. Pally Wilson	1111 Geneva Henderson 89015	702 565 6813	
15. L. F. FOUZ	350 Lime Hend. NV 89015	702-566-1856	Next Door
16. Lidia Nouell	201 Tug Boat Henderson 89012	702-880-7696	Mail
17. Lynn Mertens + Paul	431 N. Lisbon St 89015	702 566 4377	Email

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. DENNIS KLEPPEN, SELF	78 STRADA PRINCIPALE, HENDERSON, NV 89011	702-524-9170 DENNIS.KLEPPEN@GMAIL.COM	NEXT DOOR APP
2. Kathleen McGail, self	67 Church St. 89015		Mail
3. JESINOSKI, PATTI	Henderson		City Council
4. SUSY VASQUEZ	6276 S. RAINBOW BLVD #110 LV, NV 89118	702-431-7662	FACEBOOK
5. Cheryl Gowan	875 W. Warm Spring Henderson 89011	702-567-0400	HS / Facebook
6. Bill Juddeth	304 N. Naples St. Hend. 89015		
7. Lynn Kelley	636 Rolling Valley Way Henderson 89015	702-883-8370	LynnKelley
8. Mary Taylor	160 E Rochell DR, Henderson 89015	702-285-0778	mail
9. JANEL POTUCEK	390 E. County Club Dr. Henderson 89015	702 290 2598	mail
10. Teresa Engel	424 N. Lisbon St Henderson 89015	702 773-8302	friend
11. Ed Hall	611 Buchanan Ave.		Mater
12. Kimberly Peterson	634 W Victory Road Henderson	702-616-3785	mail
13. Tom Gaffney	876 VIENTO DEL MONTAÑA AVE	702-460-3487	MAIL
14. MARY ANN O'MALLEY	452 WOODRIDGE DR HENDERSON 89015		MAIL
15. Betty Kincaid	775 Heritage Vista Ave Henderson 89015	702-565-5528	Facebook
16. Julie Bailey	176 Errogie St Henderson 89012	702-281-6085	mail
17. Bob Bailey	176 Errogie St Henderson 89012	702-438-1423	mail

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PUBLIC INFORMATION MEETING

I-11/I-515/I-215 HENDERSON INTERCHANGE FEASIBILITY STUDY

March 27, 2019
4 p.m. – 7 p.m. (Presentation at 5:30 p.m.)
Henderson Convention Center, Grand Ballroom B
200 S. Water St., Henderson, NV 89015

City of Henderson
240 S. Water St.
Henderson, NV 89015



In cooperation with



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION



March 27, 2019

Welcome:

Thank you for attending this informational meeting regarding the I-11/I-515/I-215 Henderson Interchange Feasibility Study. The project's goals are to improve safety, freeway operations, and regional mobility; improve air quality; and reduce congestion and delays. Upon completion of the feasibility study, the Nevada Department of Transportation (NDOT) will continue the project efforts including the National Environmental Policy Act (NEPA) process, final design, right-of-way acquisition, and construction.

This meeting will be open-house format from 4 to 7 p.m. Project representatives will provide a brief presentation beginning at 5:30 p.m., followed by a question and answer period from the audience. The presentation and public comment period will be recorded by a court reporter.

During this meeting, we are seeking your input, which can be provided in several ways:

1. During the open-house portion of the meeting, you may make an oral statement to the court reporter, who will be available throughout the entire meeting.
2. You may fill out the comment form attached to this handout and deposit it in the comment box or give the completed form to one of the project representatives.
3. The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the public transcript for this meeting if received by April 12, 2019 at this address:

James Caviola, CA Group
2785 S. Rainbow Boulevard
Las Vegas, NV 89146

4. You may email your comments to james.caviola@c-agroup.com. Please reference this project in the subject line. Email comments will be accepted until 5 p.m., Friday, April 12, 2019.

Thank you for attending this informational meeting and for giving us your comments.

Sincerely,

Thomas Davy, PE, City Engineer
City of Henderson





I-11/I-515/I-215 HENDERSON INTERCHANGE



BACKGROUND

The I-11/I-515/I-215 Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the Henderson Interchange. This study is following a Planning and Environmental Linkages (PEL)* approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA)* studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

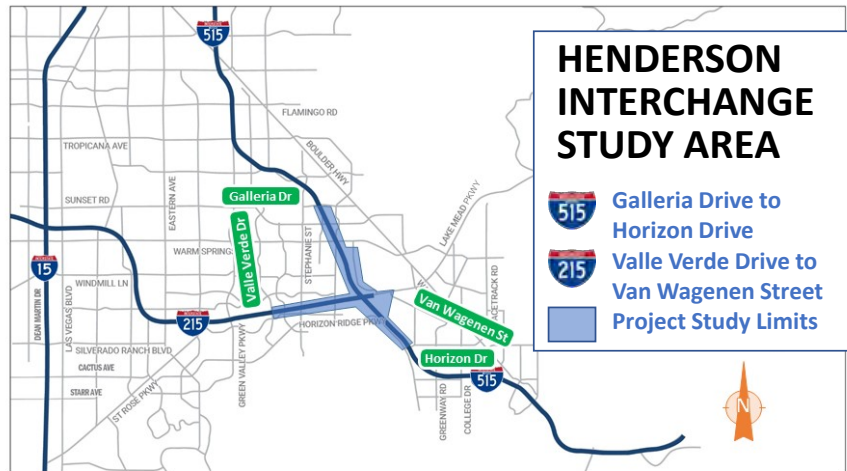


PROJECT GOALS

- Improve safety, freeway operations, and regional mobility
- Improve air quality
- Reduce congestion and travel delays

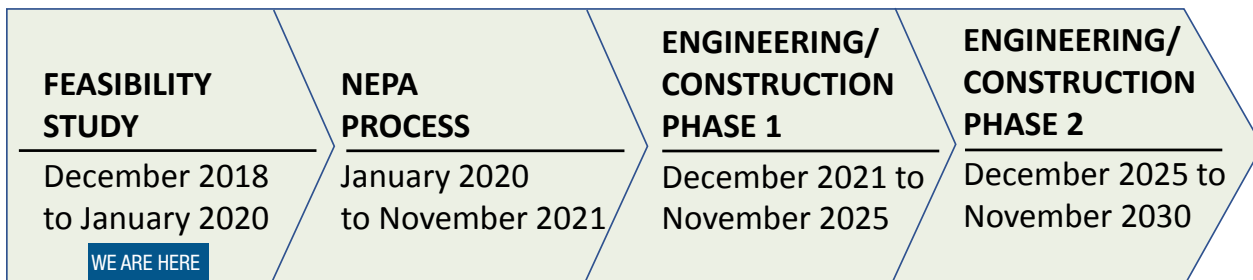
PROJECT COSTS

Project costs are to be determined. One of the initial steps in the feasibility study process is to develop alternative concepts for the project and estimate their costs. These concepts and estimates will be available in mid to late 2019.



ANTICIPATED TIMEFRAME

Upon completion of the feasibility study process, NDOT will continue the project efforts including NEPA, final design, right-of-way acquisitions, and construction.



*For more information on NEPA: <https://www.epa.gov/nepa>

*For more information on PEL: https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx





Henderson Interchange Feasibility Study

Public Meeting
Henderson Convention Center
March 27, 2019



Henderson Interchange Feasibility Study

WELCOME



**I-11/I-515/I-215
HENDERSON
INTERCHANGE**

All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

What Can I Expect Tonight?

- **Proposed project information**
- **Proposed project timeline**
- **Opportunity to submit comments**
- **Discussion with project staff**

All information presented is preliminary and subject to revision

Project Review

Re-striping Project vs. Feasibility Study



All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Project Information



All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Proposed Project Timeline

FEASIBILITY STUDY

December 2018 to January 2020

[WE ARE HERE]

NEPA PROCESS

January 2020 to November 2021

ENGINEERING/ CONSTRUCTION PHASE 1

December 2021 to November 2025

ENGINEERING/ CONSTRUCTION PHASE 2

December 2025 to November 2030



All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Feasibility Study Considerations

- Safety
- Traffic growth and congestion
- Access

All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Projected Traffic Growth

- Existing (year 2017)
- Forecasted (year 2040)



Peak-hour volume is the total number of vehicles expected in one hour

2017 AM (PM)
2040 AM (PM)

All information presented is preliminary and subject to revision

Safety

- Crash locations 2015 to 2017*



* NDOT Crash Data

All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Congested and Weaving Areas

- Heavy Weave Location
- Low-Speed Curve
- Sight Distance Issue
- Traffic Signal
- Speed Advisory



All information presented is preliminary and subject to revision



Public Meeting
3/27/19



Henderson Interchange Feasibility Study

Introduction to Possible Concepts

Early concepts for comment and idea development



All information presented is preliminary and subject to revision



Public Meeting
3/27/19

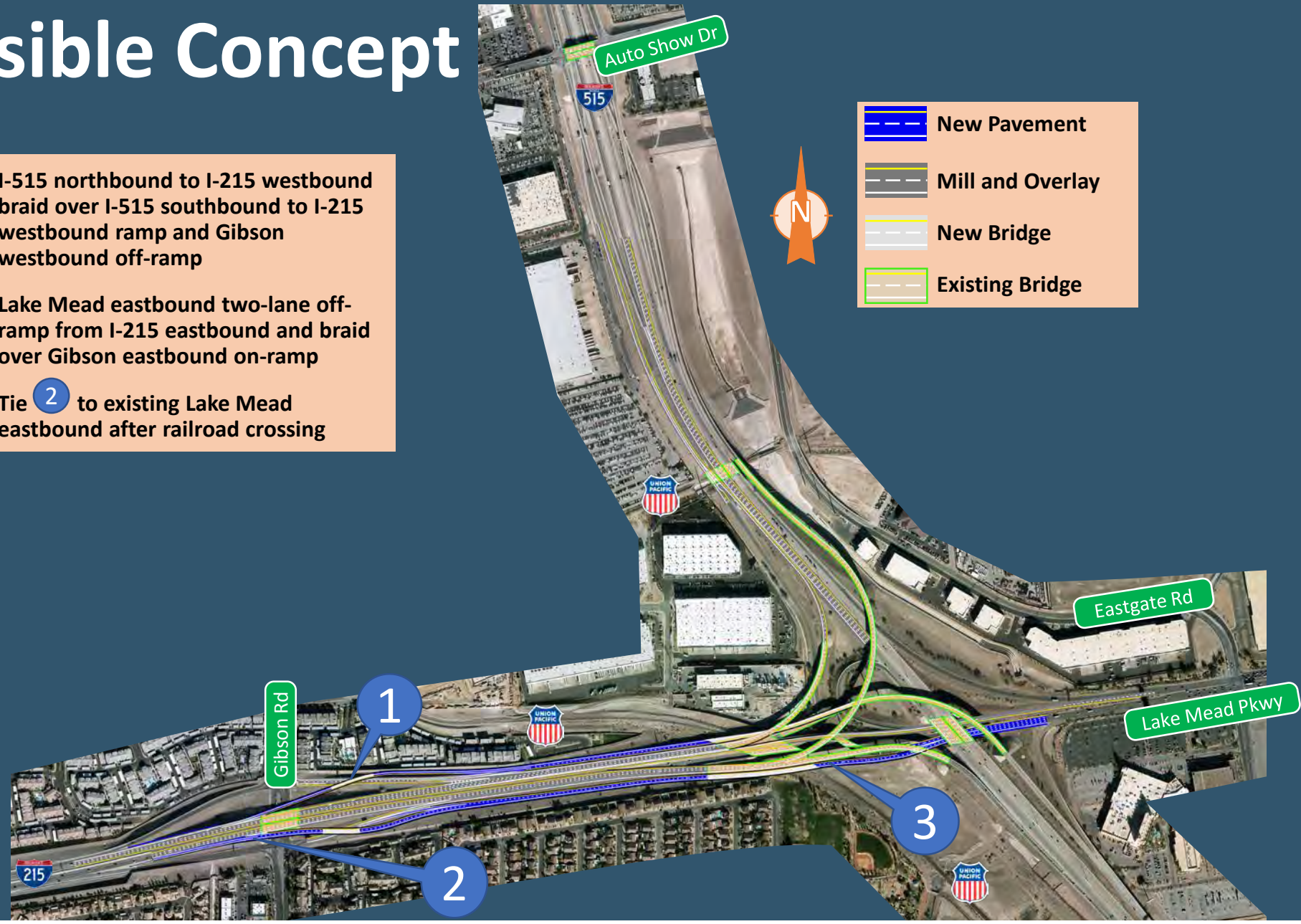


Henderson Interchange Feasibility Study

Possible Concept

- 1 I-515 northbound to I-215 westbound braid over I-515 southbound to I-215 westbound ramp and Gibson westbound off-ramp
- 2 Lake Mead eastbound two-lane off-ramp from I-215 eastbound and braid over Gibson eastbound on-ramp
- 3 Tie 2 to existing Lake Mead eastbound after railroad crossing

- New Pavement
- Mill and Overlay
- New Bridge
- Existing Bridge



All information presented is preliminary and subject to revision

Possible Concept

- 1 HOV direct connect between I-215 and I-515
- 2 I-515 southbound to have three lane off-ramp: two lanes to I-215 westbound and one lane to Lake Mead eastbound



- New Pavement
- Mill and Overlay
- New Bridge
- Existing Bridge




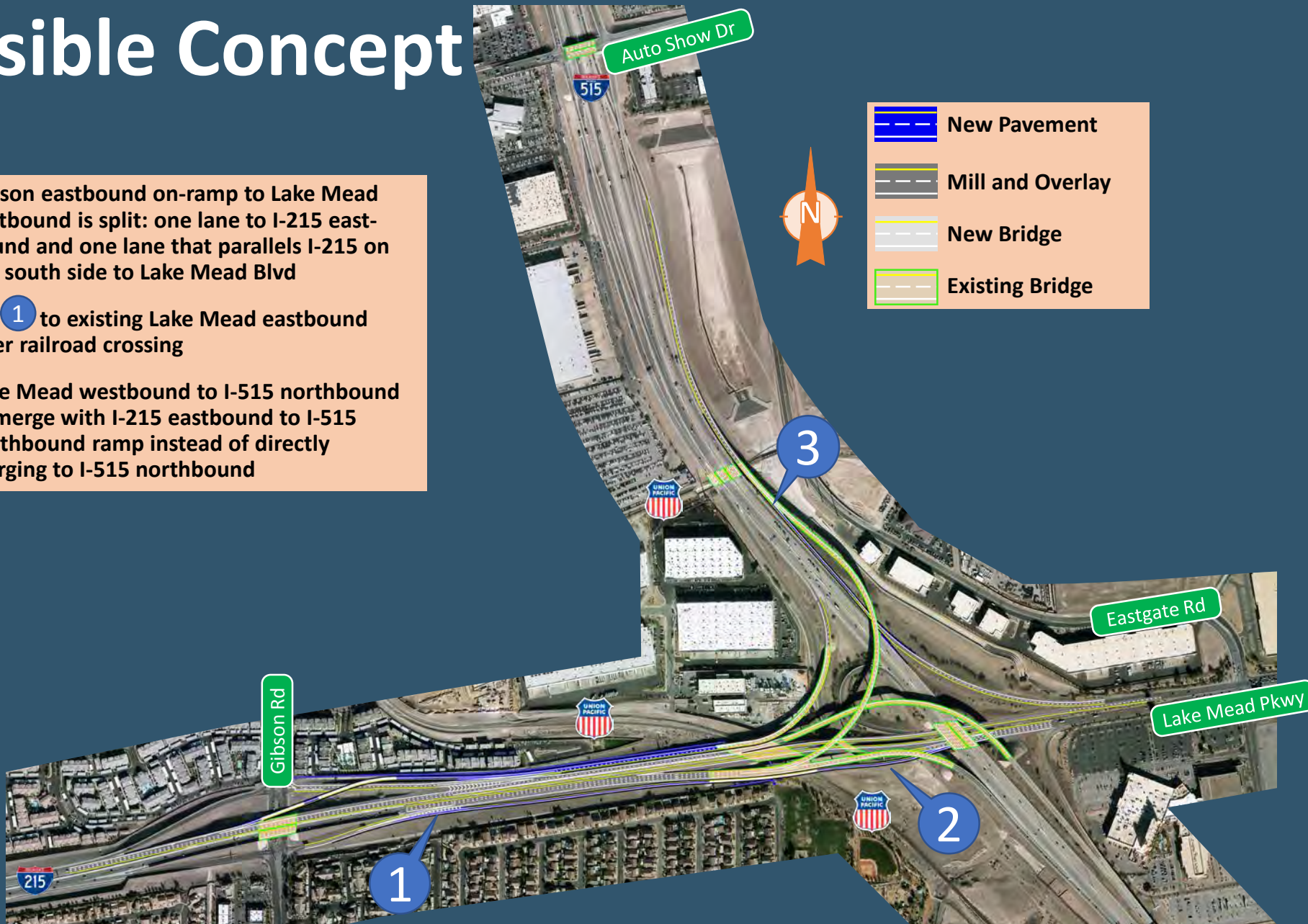
All information presented is preliminary and subject to revision

Possible Concept

- 1 Gibson eastbound on-ramp to Lake Mead eastbound is split: one lane to I-215 eastbound and one lane that parallels I-215 on the south side to Lake Mead Blvd
- 2 Tie 1 to existing Lake Mead eastbound after railroad crossing
- 3 Lake Mead westbound to I-515 northbound to merge with I-215 eastbound to I-515 northbound ramp instead of directly merging to I-515 northbound



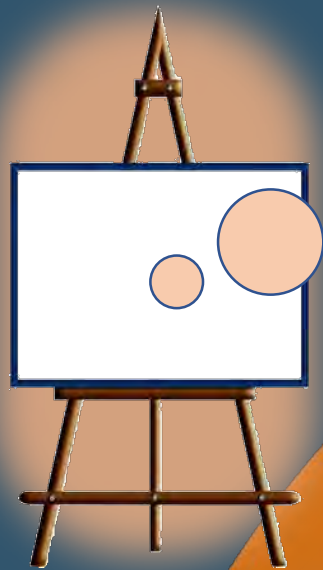
	New Pavement
	Mill and Overlay
	New Bridge
	Existing Bridge



All information presented is preliminary and subject to revision

Public Input

- Provide your thoughts on project issues
- Provide your ideas!



Issues!
Ideas!

All information presented is preliminary and subject to revision

Ways to Provide Comments



Fill out a comment form included in your handout packet & place it in the comment box, or provide verbal comments tonight to the court reporter



Submit your comment form by mail:

Jim Caviola, PE, PTOE

CA Group

2785 S. Rainbow Blvd., Las Vegas, NV 89146



Send email to james.caviola@c-agroup.com with “Henderson Interchange” in the subject line

www.hendersoninterchange.com

Comments accepted until 5 p.m., April 12, 2019



Henderson Interchange Feasibility Study

Thank You!



COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ *Please Print Clearly* ▪

Date: _____

Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Phone (Day): _____ Phone (Evening): _____

E-mail Address: _____

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: _____

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

FORMA DE COMENTARIOS

Junta de Información Pública
I-11/I-515/I-215 Intercambio de Henderson
Marzo 27, 2019

▪ *Por Favor Escriba Claramente* ▪

Fecha: _____

Nombre: _____

Domicilio: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Número Telefónico (De Día): _____ Número Telefónico (De Noche): _____

Correo Electrónico: _____

¿Se demostró la información de una forma facil de entender? SI NO

¿Le gustaría que un representante se comunique con usted sobre su pregunta o comentario? SI NO

Comentarios/Preguntas: _____

Comentarios serán aceptados hasta las 5 de la tarde Viernes, Abril 12, 2019

Por favor envíe comentarios al domicilio siguiente: James Caviola, CA Group

2785 S. Rainbow Boulevard, Las Vegas, NV 89146

¡Gracias por su tiempo y interés en este proyecto!

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 3/27/19

Name: Victoria Dalesandro

Address: 31 Church St.

City: Henderson State: NV ZIP Code: 89015

Phone (Day): 760-964-5821 Phone (Evening): _____

E-mail Address: vldalesandro@aol.com vldalesandro@aol.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: Why doesn't someone put a sign warning drivers on Lake Mead Pkwy going West that the lanes are merging into one lane. That would prevent some possible accidents from people who didn't know of the merger. There have been many possible accidents there. IT NEEDS TO BE DONE ASAP!

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 3/27/19

Name: Bill Wilson

Address: 1111 Geneva

City: Henderson State: NV ZIP Code: 89015

Phone (Day): 702 565 6813 Phone (Evening): _____

E-mail Address: mrbill3x13@aol.com **mrbill3x13@aol.com**

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: until we decide where I-11 will go through Henderson, we are planning for a situation that may never exist. I'm concerned that whoever designed Lake Mead/Gibson/215 entrance may design the rest of the projects because if they worked for me they'd no longer have a job. We need to preserve the access to Gibson from Lake Mead.

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 3/27/19

Name: Polly Wilson

Address: 111 Geneva

City: Henderson State: NV ZIP Code: 89015

Phone (Day): 702-565-6813 Phone (Evening): _____

E-mail Address: pollywilson2@aol.com pollywilson2@aol.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: _____

What can you do to prevent west-bound 215 ^{drivers} going
to Gibson Rd, take of off on left-lane-to-right lane
exit in front of traffic in the right two lanes.
Scary!

Comments will be accepted through 5 p.m. Friday, April 12, 2019
Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY: Date Addressed/Answered: _____ Comments: _____ Public Outreach Team Member: _____
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COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

saxomafone@gmail.com

▪ Please Print Clearly ▪

Date: 3/27/19

Name: Gene Howley

Address: 1090 Las Palmas Entrada Ave

City: Henderson State: NV ZIP Code: 89012

Phone (Day): (702) 374-4006 Phone (Evening): (702) 566-5991

E-mail Address: saxomafone@gmail.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: Coming from 515 South to 215 West there is an issue when the sun sets. It is somewhat better with the restriping, however a longer ramp is needed for those needing to gain speed to enter 215 W. Is it possible to build a longer entrance ramp?

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 3/27/19

Name: Joseph Plazola & Noelle Garcia

Address: 152 Belmont Canyon Pl.

City: Henderson State: NV ZIP Code: 89015

Phone (Day): 702-241-5348 Phone (Evening): _____
Cell

E-mail Address: joeyplazola@gmail.com joeyplazola@gmail.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO
Only if you do what I say!

Comment/Question: expand back to two lanes onto
fwy & let people exit Gibson.

And the exit to Lake Mead from I-93/I-95
needs to not merge with the I-215.

The I-215 needs its own exit!!
With Cadance grow this is a growing issue.

Expand Fwy - Buy the Black
mountain land

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

expand
that way!

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 3/27/2019

Name: DENNIS KLEPPEN

Address: 78 STRADA PRINCEPALE

City: HENDERSON State: NV ZIP Code: 89011

Phone (Day): 702-524-9170 Phone (Evening): 702-524-9170

E-mail Address: DENNIS.KLEPPEN@GMAIL.COM dennis.kleppen@gmail.com

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: UNLESS LAKE MEAD ONTO I-215 GOES BACK
TO 2 LANES, IT WILL ALWAYS BE A BOTTLENECK DUE
TO VERY SLOW DRIVERS AND NOT BEING ABLE TO GET
AROUND THEM. SAME PROBLEM I-515 SOUTH TO I-215
WEST HAD BEFORE IT WAS BROADENED TO 2 ~~LANE~~ LANES.
THE PROBLEM WAS JUST MOVED. I-215 NEEDS AT
LEAST 1 MORE LANE TO MERGE INTO.

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

In the Matter Of:

In Re: City of Henderson (Henderson Interchange)

TRANSCRIPT OF PROCEEDINGS

March 27, 2019

Job Number: 529355

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PUBLIC INFORMATION MEETING
I-11/I-515/I-215 HENDERSON INTERCHANGE
FEASIBILITY STUDY

WEDNESDAY, MARCH 27, 2019

4:00 TO 7:00 P.M.

AT HENDERSON CONVENTION CENTER

GRAND BALLROOM B

200 SOUTH WATER STREET

HENDERSON, NEVADA

REPORTED BY: MICHELLE R. FERREYRA, CCR No. 876
JOB NO. 529355

1 LAS VEGAS, NEVADA, WEDNESDAY, MARCH 27, 2019;

2 4:00 P.M.

3 -000-

4

5 (Public comment given directly to court
6 reporter before the presentation.)

7

8 MR. JIM ACKERMANN: I'm Jim Ackerman. Just a
9 suggestion that -- a possible suggestion that there
10 might be a way to put a road from -- I don't know the
11 street name -- by Fiesta Casino under the freeway,
12 somehow, to get traffic to the other side without
13 having to go on the freeway in the first place. I'm
14 sure a lot of people would use that if it was somehow
15 available.

16 So I'm talking about going -- let me find the
17 name of that street -- well, basically from Lake Mead
18 over to Horizon Ridge.

19 It seems like it would alleviate a lot of
20 people having to get on and off the freeway in a short
21 distance there. Currently, the only way to achieve
22 that is to go all the way up to Horizon and around,
23 which is probably a three-mile trip, or to Gibson. And
24 Gibson's a problem. So maybe this could alleviate
25 that.

1 MR. RANDY SHOOK: This is Randy Shook.

2 When you're on Lake Mead in front of Fiesta
3 going on the freeway and keep going straight, you know
4 where that is; right? Going westbound on -- what did I
5 just say? Lake Mead. You are going on the freeway
6 they need more than one road on the freeway, they need
7 two lanes that goes into the freeway, westbound. Now
8 there's one lane and it's backed up for forever. You
9 can hardly -- it takes you forever to get on the
10 freeway because it's so backed up in front of Fiesta on
11 Lake Mead Boulevard.

12 MR. ERIC BLUMENSAADT: Eric Blumensaadt,
13 B-l-u-m-e-n-s-a-a-d-t.

14 Well, I want Proposal 3, which goes around by
15 Lake Mead National Recreation area, but I want it to
16 connect onto the Sheep Mountain -- Sheep Parkway or
17 whatever the City's planning. I don't want it to
18 connect on the 215 and 15.

19 So I want it to go past 15 and connect on
20 that going west. It should connect onto that Sheep
21 Parkway or whatever -- Sheep Mountain Parkway, just to
22 the very most northern part of Vegas.

23 I object to any of the other routes because
24 of not only high traffic, but high pollution, high air
25 pollution in the valley. With prevailing winds from

1 the west, putting over to the east as far as possible
2 makes the most sense.

3 Any discussions of plans for this interchange
4 here at Henderson could be ruined if we tie I-11 into
5 either 95 or 215 West. So these -- this is just
6 about -- this is not about I-11. This is about the
7 Henderson Interchange. So I think any plans to put
8 that like this shows here, any plans to put this here
9 or here (indicating) instead of over here ruins this
10 interchange plan.

11

12 (Start of first presentation.)

13

14 MR. TOM DAVY: My name is Tom Davy. I'm the
15 City Engineer from the City of Henderson. In
16 cooperation with the Nevada Department of
17 Transportation, they're more commonly referred to as
18 NDOT, the City of Henderson is starting on a project to
19 improve the Henderson interchange. Population and
20 traffic volumes have substantially increased since the
21 initial construction of the interchange, causing
22 traffic congestion and travel delays. The goal of this
23 project is to make a purpose to improve the congestion
24 and improve safety and freeway operations.

25 The first step in the project is to conduct a

1 feasibility study. During the project, we will help
2 identify areas needing improvement. Then we'll develop
3 possible solutions and determine costs. After the
4 feasibility study is complete, the project will be
5 turned over to NDOT for design and construction.

6 CA Group is the consultant working on the
7 feasibility study, and tonight they're present. They
8 will present information on the project. We have their
9 presentations displayed on some of these boards. It's
10 not the complete presentation, but most of it's on
11 these boards.

12 Please hold your questions until the
13 presentation is complete, and then you'll have an
14 opportunity to look at the boards, meet with the
15 representatives, and ask questions and provide us
16 comments.

17 We appreciate your interest in this project,
18 and we value your input as we work to find solutions to
19 improve the interchange. Our ultimate goal is to tell
20 you and all motorists reach their destinations
21 efficiently and safely.

22 With that, I would like to introduce
23 Jim Caviola with the CA Group. They're working
24 with -- on the feasibility study, and Jim is the lead
25 project manager for CA Group.

1 MR. JIM CAVIOLA: Thank you, Tom. Thanks,
2 everybody, for attending. I think this is a great
3 showing. So no problem in doing an extra presentation.

4 All right. Why are we here tonight? What
5 can we expect? So we are going to provide basic
6 project information. This study is just starting.
7 We're only a few months into it. I'm going to give you
8 some information about the setting of the area, kind of
9 a timeline of what to expect next.

10 But, really, we're here to get input from you
11 and the people that live around here, drive through
12 this interchange, commute through this. You know this
13 interchange as good as anybody. We want to hear from
14 you.

15 What are the problem areas? That helps us
16 focus when we try to come up with the solutions. And
17 we're also perfectly willing to take any of your
18 suggestions about how you think it could be improved.
19 If you have a good idea, we'd like to hear it.

20 So this definitely is not a presentation of
21 what we're going to do. This is, we're coming to you
22 to get input from you. We're going to come back in the
23 fall, incorporate your comments, come back with some
24 new ideas and concepts, and present them at that time.

25 So today's meeting is really to get input

1 from you. So please keep that in mind. We're really
2 here to obtain your input.

3 I know a lot of you, just because we have had
4 some internal comments, et cetera, are interested in
5 what has just happened at the Henderson Interchange,
6 the NDOT restriping project where they changed several
7 line configurations.

8 So what they did was some very low-cost
9 interim improvements to fix some of the problems. If
10 you are coming southbound on the I-15, you know that
11 there's always a backup in the afternoon to go west.
12 And also if you are going to the east, on the ramps,
13 the two ramps into Boulder City and the ramps that go
14 into Las Vegas there, there's always a lot of problems
15 there, a lot of darting and weaving causing
16 destruction.

17 So NDOT addressed that area to address those
18 situations. We're also well aware of the situation on
19 Lake Mead where now if you are coming westbound on
20 Lake Mead at Eastgate and you are at a traffic light,
21 there's significant backup because everybody's in the
22 left lane waiting to get through. And there's only one
23 lane going down the road. We know that. NDOT is
24 revisiting that, that striping. And in the future,
25 they're going to take two lanes a little further to the

1 west. Not all the way onto the 215, but a little
2 further on to the west and giving you a chance to
3 merge, hopefully pushing more traffic through the
4 Eastgate signal.

5 So that's already going to happen. This
6 setting is definitely focused on that area as a problem
7 area, and we're going to look at how to better improve
8 that situation, as well as other parts of the
9 interchange. So I want to put that into perspective.
10 This is about the interchange. We're well aware of the
11 effects of the re-striping project.

12 Our area goes along the 515 from Galleria
13 down to Horizon Drive. And on the 215 from Valley
14 Verde over to Bandwagon on Lake Mead. So, basically,
15 streets that interact with the interchange.

16 Okay. So our timeline: So right now we're
17 doing what we call a "feasibility study." It's really
18 developing the concepts that will improve the
19 interchange. And we're doing that this year, we're
20 wrapping that up at the end of the year. The City of
21 Henderson has contracted us to do that.

22 Now, NDOT is our partner, but NDOT is the
23 one -- they want to come up with a good concept, or
24 concepts, that improve this interchange, and they're
25 going to go to NDOT, sitting right next to the City

1 representative is -- we're thinking we have a great
2 solution.

3 Let's look at building this. And NDOT is
4 going to take this baton and move forward. Now, they
5 will undertake the next process, and that's called the
6 environmental process. What that means is it the
7 standards of National Environmental Policy Act. I term
8 that "getting a permit from the government." This is
9 on the interstate. The federal government has paid for
10 the interstate over the years. If you want to do
11 something, you have to go through the environmental
12 process, once we get federal approvals. So we need to
13 get federal approval.

14 Then we have design construction. Right now,
15 we don't know what we're going to build. We don't have
16 the concept yet. We don't know if we do it all at once
17 or in phases. We will know more in the fall when we
18 come back to you, but this is our tentative timeline.
19 What this is saying is this is not a study we do, put
20 on the shelf, and wait. This study is going to go to
21 the next phase. We get that permit from NEPA.

22 So this is going to progress. We can't
23 guarantee how long it's going to take. Because, again,
24 we don't have the answer at this point in time.

25 So when we're doing the study, looking at the

1 problem areas, we consider a number of things. And
2 some of the things are safety. Now that's paramount.
3 There's a lot of -- there's a lot of crashes out in
4 this area. You people driving have probably seen many
5 over the course of time. There's a lot of existing
6 congestion, but also there's a lot of expected traffic
7 growth.

8 The City of Henderson is still developing.
9 There's still new homes going up. In Southern
10 Nevada -- the State of Nevada is one the fastest
11 growing states. In fact, I just heard on the radio
12 that we were the fastest state in job growth in the
13 entire United States last year in houses that are lived
14 in. So there's going to be a lot more traffic in this
15 area that we need to address. So we're not just
16 looking at today, we're looking at 20 years from now.

17 And, of course, access always concerns
18 people. You just lost access. You can no longer get
19 off on Gibson. There's a reason for that. Because you
20 are in the very left lane, you have to weave over three
21 lanes in a very short distance, and it's not safe.
22 It's not worth it. And it's not worth changing two
23 minutes off of someone's commute over the course of
24 time. These are things we look at. We make that
25 tradeoff -- safety, access, congestion -- as we address

1 the traffic growth.

2 Okay. Talking about traffic growth,
3 probably -- you can't see the numbers on this board,
4 but the numbers are over there (indicating). So we
5 know what traffic is today. We have a very
6 sophisticated traffic model that will be put together,
7 and that's all the land use and all the potential
8 development. And we do this computer model, and it
9 predicts traffic growth. It's not perfect, but it's a
10 tool. And we have a lot of these models indicating a
11 50 percent traffic growth -- it's doubling in traffic
12 between now and 2040.

13 So if you think it's bad now, if you double
14 the traffic and don't do anything, it's going to be
15 really bad.

16 Safety. And, again, it's important to us, as
17 not only as the designers of the road, but to you, as
18 the road users. You really can't see all of this
19 (indicating), but what we are trying to depict here is
20 every dot on that map represents a crash over a
21 three-year period. Right? The blue ones are
22 non-injury, the red ones are injury. So that's a
23 significant loss to society and property, people's pain
24 and suffering and injuries. And then the red squares
25 are the fatalities.

1 This is the 515, this is the 215, and this is
2 Lake Mead. This is over a three-year period, but each
3 time represents a crash. So you can see why we're
4 focusing on trying to improve the safety of this
5 interchange.

6 Fortunately, we don't see a lot of red
7 squares, and there's a reason for that. Because when
8 you are stuck in traffic going 20 miles an hour, you
9 usually don't have a fatality. You just have a crash
10 and injury. But that's not the reason we make traffic
11 so it doesn't move.

12 Some of the things we talked about already,
13 the congestion in areas that are congested and the
14 problem with the weaving, we kind of depict it on this
15 map. Before the restriping, this was a heavy-problem
16 area, with the 515 folks getting off the 215 and the
17 outer show folks trying to get out of here. That
18 caused a lot of problems. That's what the restriping
19 addressed.

20 Over here in this direction, we have the
21 people coming over. And they were coming off the
22 Beltway, going to either downtown through a low-speed
23 flyover or going over to -- right there over to Boulder
24 City. That caused problems. So, you know, NDOT wanted
25 the restriping to address that.

1 So now I don't know if you have been there,
2 but there's three lanes now. One goes to Boulder City,
3 one goes to downtown, and the one in the middle is
4 Eastgate, which people used to use. Now it's striped.
5 Be aware of that.

6 Now, we have the congestion here on
7 Lake Mead. It's a focus area for us. We're going to
8 see how we can improve that situation.

9 UNIDENTIFIED SPEAKER: Why don't they put it
10 back the way it was?

11 MR. TOM DAVY: Well, the -- this is the --
12 this has been addressed. So, you know, you fix two
13 real bad areas, and there's another one that we need to
14 focus on that might have gotten worse.

15 And just to point out, NDOT is already aware
16 of this, and they are doing a tweak to what they just
17 did. And they have representatives here, and they can
18 talk to you after this presentation. Kind of -- we
19 don't want to focus on that, but they're here.

20 They're going to extend the two lanes a
21 little further into the interchange in order to address
22 that issue. And then when we do that, we're going to
23 go out and observe that and see how effective that was.
24 And if it still has a shortcoming, we're going to look
25 at it in our feasibility study.

1 This is not statistics. This is a dynamic
2 process. We're fixing problems, others occur, we're
3 addressing those. And, again, this is an aggressive
4 thing. The City is pushing this. We're going to do a
5 feasibility study, get the NEPA permit, and then design
6 and build in pretty short order.

7 So we put up some concepts. And, again, as I
8 mentioned in the opening, we're here to get your
9 feedback. But we're starting in December, we have a
10 few ideas. We're going to throw them out there.

11 They're not the end-all. It's almost the beginning.
12 So we have the concepts. They're over on the sideline.
13 They're -- they're shown here on the board, things that
14 we can do. How do you fix some of the problems; right?

15 So I mentioned that sometimes you have a
16 weaving where traffic has to cross to another guys'
17 lane and go over to the left. Well, another way of
18 crossing traffic is going over -- what's called
19 "braiding around," where we build a bridge --
20 horizontal plane you take one over the other. That's
21 what we're doing. We're looking at -- here at Gibson,
22 maybe braiding the ramp -- maybe braiding the ramp to
23 Lake Mead, so it goes over the on-ramp at Gibson and
24 then you get off here.

25 And then Gibson, you get on the freeway and

1 you come down. Also, so you don't have to move through
2 two lanes of heavy traffic. So these are things that
3 we are looking at to improve the situation. Again,
4 these are just planting a bulb. This is not the
5 end-all.

6 One thing that we're also very aware of is
7 that the undertaking of -- that there's initiatives
8 that NDOT is doing on their whole summary model or
9 county-wide area. And they are looking at putting in
10 an HOV, or High-occupancy Vehicle Lane, known as a
11 carpool lane. So in the future, there may be carpool
12 lanes on the I-15 and 215. And if that's the case, we
13 want to address that and accommodate that in this
14 interchange.

15 So as we do the design, we're looking at
16 leaving space for an HOV connector. So when you're in
17 the HOV lane and you want to go to the Beltway, you
18 don't have to go over three lanes. You stay in the
19 lane, and we build that flyover, which is a big
20 transaction giving people those HOV lanes.

21 Here's another concept, again part of the
22 plan here, we're looking at if you're on Gibson and
23 getting over to the one on Lake Mead, you do it -- over
24 to the left, you stay on the right and the roadway and
25 access Gibson this way. And then people off the

1 beltway actually go there, too, so it avoids the
2 two-lane move. We haven't focused on the backup there
3 yet, but we will.

4 So, again, just to say these are just concept
5 ideas, feel free to plant feedback. Let us know. We
6 want to get input from you.

7 If you're so inclined, if you go over and put
8 your concerns right over here, either you can put a
9 sticky note and say "problem area." This backs up
10 every morning, this does this, whatever, just identify
11 the problem. If you have a good idea, write it on a
12 little Post-it note or put it on a pad or draw us a
13 sketch. I think there's one person who's a mechanical
14 engineer. He's going to draw a concept that he
15 developed. We're happy to take that. It's important
16 to you.

17 Okay. So how to provide comments after we
18 complete the presentation? You will break out into the
19 boards and stations, and engineers will be over there
20 to answer your questions. But you can also come
21 over -- and if you do that, that's just an interaction.
22 That's not an official public comment. Because we're
23 going back and forth, we're not writing down anything
24 you're saying. If you have comments, you can go to
25 this young lady here. She's a court reporter. She

1 will take down a stenographer word-for-word what you
2 say, and it will go into a transcript as part of our
3 documentation.

4 When you walked in, there was a comment form
5 that you were given. You can fill it out and you can
6 put it in the comment box in the back. If you don't
7 want to comment today, you can mail that form in later,
8 or there's also an e-mail address up here or on your
9 handout. Those are the ways that you can form a
10 comment on this.

11 We want to make this presentation -- it's
12 really not a back and forth because we like to be able
13 to have people by the boards to interact with you on
14 personal issues, rather than a big giant setting. So
15 that concludes our presentation. I would like to
16 disperse and go talk individually to the engineers.

17 UNIDENTIFIED SPEAKER: No. This is a public
18 meeting; so we should be able to discuss with each
19 other what problems we see instead of individually,
20 that no one hears the rest of the answers and sees
21 what's -- what's being said.

22 MR. JIM CAVIOLA: Okay. What's your problem?

23 UNIDENTIFIED SPEAKER: My problem starts way
24 back --

25 MADAM REPORTER: I need a name. I'm sorry,

1 ma'am, but I need your name.

2 MS. PATTY JESINOSKI: Patty Jesinoski.

3 MADAM REPORTER: Can you spell your name,
4 please?

5 MS. PATTY JESINOSKI: J-e-s-i-n-o-s-k-i.

6 MADAM REPORTER: Thank you.

7 MS. PATTY JESINOSKI: It -- it backs up to
8 Kabins where you have to be in the left lane if you
9 want to get onto the freeway. It backs up that far.
10 And it -- it just -- the -- the suggestions to go on
11 side streets to get to those areas, those aren't any
12 good either. The suggestion that they told people to
13 get off the 95 and skirt over to Eastgate and make a
14 left-hand turn there, they're coming into traffic
15 that's decelerating down from the freeway, down to
16 45 miles an hour. And you're causing accidents there.

17 MR. JIM CAVIOLA: Okay. So, again, we are
18 aware of the backup getting onto the westbound beltway.
19 Right now -- now it's down to one lane. We are coming
20 up with the interim tweak to what we just did. We're
21 going to make that two lanes.

22 We don't know if that's going to be the
23 end-all. It may provide a surprising more relief than
24 you think today. It's going to happen in a few months,
25 I believe.

1 Is it is few months?

2 And so then we'll actually go look at it.

3 And if it provided the relief, well great. If it's
4 still a problem, we are focusing on that as part of the
5 study.

6 So there's a thing called -- well, there's
7 challenges for everything; right? So you have two
8 lanes coming off Lake Mead that want to get on the
9 Beltway. You have two lanes coming off Northbound 515.
10 You have two lanes now coming off around the curve on
11 the Southbound 15. Those are six lanes that want to
12 come into the interchange to go westbound on the 215.
13 The Westbound 215 is not six lanes. It is three lanes
14 over the Gibson bridge. Six does not go into three.
15 Therefore, you have to reduce them down to two to one,
16 two to one, two to one. It's just math. I'm not
17 making that up. It's just so we understand that.

18 There is some light at the end of the tunnel,
19 though. The County, which is currently the developer
20 of the Beltway, is widening the beltway. They're
21 designing it right now to come down to Pecos.

22 We have also planning and looking at what
23 would it take to get down to Stephanie. So then we
24 would have four lanes to go, rather than three lanes.
25 That gives us a little more of a receiving for six

1 lanes.

2 Now, we still don't have six lanes to go
3 into. If we had six lanes to go into, we would have
4 two lanes for Lake Mead, two lanes for the 515 and two
5 lanes for the 215. But we don't have that. But we are
6 aware of that situation, and it's part of the study.

7 UNIDENTIFIED SPEAKER: Yeah. My name is
8 Richard. I have been living here in Henderson for a
9 long time. I have watched all this at -- at the
10 interchange right here for us Henderson residents. And
11 there's one thing, before they even did all these
12 projects right here and changed everything, that you
13 guys want to say, Oh, it's this right here, this right
14 here, this math, this math, this math. No, it's not.

15 There's one thing. You guys figured -- you
16 guys looked at it, Oh, it's backing all the way up here
17 to Sunset. So let's just do this. We will change
18 this. We won't even get the Henderson residents
19 involved in it and everything until you change it. Now
20 there's a backup on Lake Mead right past Eastgate.
21 There was two lanes going onto the 215. You had two
22 lanes coming from the 93/95 from Boulder City going
23 onto the 215 that went down to one lane. That's three
24 lanes right there.

25 You had two lanes coming off the other

1 direction, but one of them was an exit only for Gibson,
2 and all of us Henderson residents knew it. That way if
3 you were coming from Lake Mead and you have to work on
4 Gibson, which a lot of us do, now you've made it to
5 they have got to leave earlier. Because they either
6 got to go up to Auto Show to get to their job or go
7 down to Stephanie and come back, which you're creating
8 more traffic on Stephanie and everything, and more time
9 and gas that we have to pay for, for or gas for our
10 vehicles.

11 And I think this study right here -- it's
12 like what I told him, what you guys did is all what you
13 guys think is right. What you guys should do on these
14 studies is listen to us that drive in it every day.

15 MR. JIM CAVIOLA: Well, that's why we're
16 here.

17 UNIDENTIFIED SPEAKER: And the businesses
18 that go around this town --

19 MR. JIM CAVIOLA: Please.

20 Because it's public comment, state your name
21 for the court reporter, please.

22 UNIDENTIFIED SPEAKER: All right. So I
23 originally thought some of this discussion would be
24 about the I-11 interchange. And I don't know if you
25 people know this, but there are three possible routes

1 that they're proposing for I-11. Two of those come
2 right through this interchange. Yeah. Okay?

3 So my question to you gentlemen, especially
4 the Henderson gentlemen: Are you really prepared to
5 accept the Westbound 215 or the Northbound I-515 to
6 accept I-11 traffic? Because if you make plans here,
7 you have plans that alleviate a lot of our problems now
8 and in the future. That may all be forgot if also I-11
9 is jammed down your throats at this interchange. I'm
10 just saying. I'm just saying.

11 MR. JIM CAVIOLA: Yeah. We are aware of
12 I-11, and NDOT is actually going to be looking at
13 a -- kind of a -- or Southern Nevada wide study to see
14 where is the best route for I-11. Does it come through
15 this area?

16 UNIDENTIFIED SPEAKER: They have been doing
17 that for three or four years now. When are they going
18 to resolve it?

19 MR. JIM CAVIOLA: I think they're going to
20 start it pretty soon.

21 UNIDENTIFIED SPEAKER: Yeah. But where's it
22 going? The guy's asking where's it going?

23 MR. JIM CAVIOLA: First of all, I-11 is just
24 a number. All right? Until other states, like
25 Arizona, build a freeway from their southern border to

1 the -- whatever that bridge is called Callahan -- I
2 call it the Hoover Dam Bridge -- until you build a
3 freeway from their border to that, it's just a -- it's
4 just a number. There's no more traffic generated by a
5 number; right? And Arizona is not going to have that
6 freeway built for many, many years. So we're not
7 behind the paragon on that. NDOT is way ahead of the
8 curve on that. They are going to come up and they are
9 going to reach out to the entire community to have that
10 community discussion about where is the best route for
11 I-11.

12 UNIDENTIFIED SPEAKER: We've done that. It's
13 already here. I-11 is already here. It's already been
14 opened.

15 MR. JIM CAVIOLA: A portion of it, yes.
16 Where does it go, from Boulder City up to here.

17 This is not the I-11 issue. So we understand
18 that I-11 is on the horizon, and that we need to
19 incorporate that into our planning process.

20 MR. TOM DAVY: We're really not -- the
21 purpose of tonight's meeting is for the interchange.
22 There's a lot of other questions being asked that we,
23 quite frankly, weren't prepared to answer because
24 that's not the focus of this study, nor was it the
25 focus of this forum. So tonight was -- was

1 primarily -- the issue is the interchange, itself, and
2 the kicking off of the feasibility study. So I'm going
3 to go ahead, and we will end this part of the
4 presentation.

5 UNIDENTIFIED SPEAKER: No, no.

6 MR. TOM DAVY: If you have additional
7 questions, what we can do is break into the groups and
8 we are going to have individuals positioned around the
9 room and have additional questions.

10 UNIDENTIFIED SPEAKER: Someone has to bear
11 some responsibility.

12 MADAM REPORTER: I need your name if you're
13 going to speak, please, sir.

14 MR. BILL WILSON: Yes. My name is Bill
15 Wilson.

16 MADAM REPORTER: Thank you.

17 MR. BILL WILSON: I'm here to accept whatever
18 you guys do. But I would like to know who is the
19 mental giant that designed the 215 Gibson?

20 My wife and I went on 215 today, and while we
21 were staying in the left lane, three cars peeled off to
22 the side and went through Gibson.

23 MR. TOM DAVY: And I can address that.

24 MR. BILL WILSON: Stop. Stop. Stop.

25 Are you the same people that designed that?

1 Because if you are, I'm not prepared to listen to
2 anything you say today.

3 MR. TOM DAVY: That is your prerogative. But
4 I would like to address your comment about the people
5 darting over to get off at Gibson.

6 That is one the tweaks that Jim was
7 referencing earlier.

8 MR. BILL WILSON: Here you guys have got
9 millions of --

10 MR. TOM DAVY: We're being the best stewards
11 that we can to address these issues. And like he said,
12 this is a complex problem.

13 MR. BILL WILSON: Give me the name, please,
14 of who is the mental midget that designed that.

15 MR. TOM DAVY: With that, we will end this
16 part of the presentation.

17 (End of First Presentation.)

18 (Additional public comment given
19 directly to court reporter after the
20 presentation.)

21 MS. BARBARA WINN: This is Barbara Winn,
22 W-i-n-n.

23 I have an idea or suggestion, I guess it
24 would be. I don't know how to say this. It's -- it's
25 for the 95, 515, I'm not too sure. 95, 515 no one

1 where they separate, but I'm thinking of a flyover, as
2 in express lanes. I'm picturing 95 around maybe
3 Eastern, all the way to -- what's that first street?
4 Past the spaghetti -- are you local?

5 MADAM REPORTER: Vegas.

6 MS. BARBARA WINN: Past the Spaghetti Bowl on
7 95. There's Martin Luther King and next exit. I don't
8 know how many lanes, let's say five lanes on each side.
9 I'm thinking of in the future, down the road, just a
10 study -- have maybe three lanes down the middle that go
11 over, express only.

12 When you go down these middle lanes, you've
13 got your local lanes over to the right, and going
14 west -- what is that northbound on 95. So you have
15 your lanes on the right going north that are local
16 only.

17 But in this middle lane where the HOV lanes
18 are now, maybe three lanes of express. Once you get on
19 at Eastern, you cannot get off until you get to -- what
20 is that first -- past Martin Luther King? Rancho, I
21 think it is. And the same coming back on 95 heading
22 south, I guess it would be, they would have -- but the
23 lanes in the middle are going -- they're all express
24 lanes that are kind of flying through.

25 On your sides, you have your local lanes if

1 you want to get off on Las Vegas Boulevard you can.
2 But if you get on the express lanes or pick a street, I
3 don't care you can't get off until Rancho or beyond. I
4 mean, if we have the space, it frees up traffic
5 slowdown and stuff.

6 So just a suggestion. Maybe they can expand
7 on it more.

8 My e-mail is-bam950B@cox.net.

9 Next speaker, Jay Berkley.

10 MR. JAY BERKLEY: The restriping they did
11 from when you go up Lake Mead into the 215 westbound,
12 my opinion that was a good move. I think that saved a
13 lot of -- myself, I've always tried to duck over to
14 Gibson because I live off of Gibson. So even though we
15 have to go down to Stephanie, it made it safer. I'm
16 guilty of jumping over.

17 The other thing they talked about, too, they
18 talked about HOV lanes. They may want to consider
19 alternate fuel vehicles to use the HOV lane without
20 having two people on board. That would encourage
21 people to use those.

22 And especially if you get a FedEx or UPS
23 convert their fleet over. Because they don't want
24 their drivers sitting in traffic, but they can go to
25 the HOV lanes if they use gas or electric. That's just

1 a suggestion.

2 Next speaker, Susy, S-u-s-y, V-a-s-q-u-e-z.

3 MS. SUSY VASQUEZ: I represent the Nevada
4 State Apartment Association. We have 14 apartment
5 communities in the area that will provide the
6 interchange. I just want you guys to know that we're
7 willing to communicate, as a group, through me versus
8 having multiple residents providing comment; so if you
9 want to reach out to me or have any questions or
10 anything. I think that the direction that it's going
11 in is a good one. But just we're here if you ever have
12 any questions.

13 E-mail is director@nvsaa.org.

14 Next speaker, Victoria Dalesandro,
15 D-a-l-e-s-a-n-d-r-o.

16 MS. VICTORIA DALESANDRO: There needs to be a
17 sign above the two lanes going west on the Lake Mead
18 Parkway advising drivers that it's going to merge into
19 one lane. There's no sign. There never has been.
20 That's terrible. There needs to be a sign. Right
21 away, not a year from now. Right away there needs to
22 be a sign.

23 Next speaker, Chris Gilmore.

24 MR. CHRIS GILMORE: I just wanted to state
25 that the faster that anyone is going to get onto this

1 exchange that they actually are building, the longer
2 they actually need to start that filtering process to
3 get down to however many lanes you want to put in, they
4 have currently got the signage for merging into
5 whatever lane in every direction so close to where they
6 need to actually merge that they're causing accidents.

7 And you'll see that most are going westbound,
8 but it's the same whether you're going west, east,
9 south or north. Because of the speed that the people
10 are going, they need a longer area to actually start
11 that -- that -- the funneling process.

12 If they could put signage further back and
13 start filtering the people into whatever lanes they
14 needed to, they would solve a lot of this problem and
15 solve a lot of the congestion.

16 The biggest problem that they're having right
17 now with Lake Mead is everyone is waiting until right
18 before the entrance to actually merge. And everyone
19 else is trying to speed up to 65 miles per hour while
20 people are jumping in front of them. That doesn't
21 work.

22 I've personally seen several occasions where
23 people have almost died. And I wish that they would
24 address that, starting their funneling process a lot
25 sooner.

1 That's it. Thank you.

2 Next speaker, Michelle Berkowitz.

3 MS. MICHELLE BERKOWITZ: Going westbound on
4 the 215, the stripe that holds everybody to the left
5 goes too far. If you have to get off on Stephanie, you
6 have got three lanes of traffic that you have to cross
7 in order to get to Stephanie. It's a death trap.

8

9 (Start of second presentation.)

10

11 MR. TOM DAVY: Good afternoon. My name is
12 Tom Davy. I'm the City Engineer with the City of
13 Henderson. In cooperation, or more commonly referred
14 to as NDOT, the City of Henderson is starting on a
15 project to improve the Henderson interchange.
16 Population and traffic value has substantially
17 increased the issue of construction at the interchange
18 causing traffic congestion and traffic delays. The
19 goal of this project is to make improvements to reduce
20 that congestion improve, safety and freeway operations.

21 The first step in the project is to conduct a
22 feasibility study. During this study, we will collect
23 public and stakeholder input to help identify areas
24 needing improvement. Then we will develop possible
25 solutions and determine costs. After the feasibility

1 study is complete, the project will be turned over to
2 NDOT for design and construction.

3 CA Group is the consultant working on the
4 feasibility study, and tonight they will present
5 information on the project. We have their presentation
6 displayed on the boards around the room. Please hold
7 your questions until after the presentation when you
8 have had a chance to review the materials, meet with
9 project representatives, and submit your comments.

10 We appreciate your interest in this project
11 and value your input as we work to find solutions to
12 improve the interchange. Our ultimate goal is to help
13 you and all motorists reach your destination
14 efficiently and safely. I would like to introduce Jim
15 Caviola. He is the lead project manager for the
16 feasibility study.

17 Okay.

18 MR. JIM CAVIOLA: All right. Thank you, Tom.

19 So why are we here tonight? And what can you
20 expect? So we're here to provide some project
21 information. Again, we're in the initial stages of
22 this feasibility study. We have gathered the data.
23 We've looked at the problems in the field. We've come
24 up with a couple of ideas, not an exhaustive list of
25 ideas. We're not here to present the final solution.

1 We will come back in the fall with ideas we think will
2 improve the situation at the interchange, both now and
3 20 years from now. And we want your opinions, if you
4 think they're good feasibly or not, at the time.

5 What we're here today for is to get input
6 from you, and we've gotten a lot of input from you.
7 And, again, we appreciate it. We want to get input
8 from you because you live in the community, you drive
9 through this area. You know this interchange better
10 than anybody else.

11 I drive this area also. We want your
12 feedback, identify the problem areas as you see, as you
13 are living around this and driving on a daily basis.
14 If you have any good ideas how to fix the problem, we
15 would like to hear that too. Some people already come
16 up with some ideas and put them on the board and we
17 really appreciate that.

18 Actually, before I get into this one, one
19 thing I want to point out, that what this meeting is
20 not about is in our mail out, we used the identifier of
21 I-11, I-15, 215 Henderson Interchange. The reason we
22 did that is because when they built the Boulder City
23 bypass, that is actually designated and designed by
24 I-11. In a database, it goes from the Arizona line up
25 to the south end of our interchange. So as we go to

1 the south of that, it really is not a significant
2 thing. It's not a -- you know, this is not really the
3 ultimate I-11 project. Maybe we shouldn't have done
4 that.

5 And just coincidentally, two weeks ago, the RJ
6 had an article about an upcoming I-11 study that looks
7 at routes to get from the Arizona side up towards
8 Northern Nevada, you know, with three different routes
9 going through the valley. This is not -- we're not
10 looking at that today. That's something that NDOT's
11 going to do in the future. So if you were misled
12 that's what tonight was about, I apologize. Don't ask
13 me questions about is I-11 going to go through the
14 foothills area because we're not -- we're not looking
15 at that as part of the Henderson feasibility study.

16 We're also aware of the recent improvements
17 that NDOT made to the Henderson Interchange with their
18 restriping. If you drive the interchange, you know
19 there are a lot of problems particularly coming from
20 the Southbound I-15. I experience that all the time.
21 I'm from downtown. Going into the valley area, it was
22 terrible. Coming from the I-15 going into that curve,
23 people coming in and jamming themselves in there, and
24 that left a pretty big job coming up with a concept,
25 relatively at no cost, just striping a little area out

1 pretty much fixed that.

2 We are also aware if you want to go downtown
3 coming on the beltway, it used to be the two ways to
4 Las Vegas, one to Boulder City. Some people would be
5 in the Boulder City lanes as the stack-up was slowing
6 down and, Oh, we will go into this lane and boom a dart
7 over. Do you see all the skid marks on the barrier
8 rail? How do you get your tire that high? You drove
9 that under that?

10 NDOT made a good effort to address that; so
11 we have that middle lane that can go either way.
12 That's kind of opening. Kind of value of the work it
13 looks like, it's going pretty good.

14 We do know that going westbound, Lake Mead to
15 215, is a problem. NDOT knows it's a problem, they're
16 coming up with ideas to fix that problem. We don't
17 know if they're going to work 100 percent, but,
18 essentially, they're going to take the two lanes
19 further to the west. Right now, you have to go past
20 this way, you go one way to the beltway, and the other
21 way is that ramp to Boulder City. Well, we're going to
22 take two lanes up into that ramp, you are going to get
23 off. And after that, you have to get into one lane
24 because we only have one lane on the Beltway to get
25 into. And it's just geometry. So we're going to see

1 how that works.

2 This study is going to observe that condition
3 when it's put in place within the next month or two,
4 and we're going to see if we can do something different
5 better. Not to say NDOT didn't do a good job, but NDOT
6 is only spending a few hundred thousand dollars on
7 restriping. We're putting an interchange that needs
8 significant construction, tens of millions of dollars,
9 new pavement, new bridges. We have a lot more tools in
10 our tool kit to fix the problem than NDOT had to fix
11 the striping problem. We are focused on that.

12 I know there's people frustrated. I would
13 just ask that you be considerate, there's a lot of
14 other people that understand that -- and if you want to
15 vent, their time is valuable too. So we're trying to
16 get input from you on how to move forward, not talk
17 about the past. So if you just consider that.

18 So we're going to look at this interchange up
19 and down the 15 from Galleria to Horizon Drive because
20 the adjacent service interchanges, and they go from
21 Valley View over to Bandwagon, really whatever it takes
22 to fix the situation, but that's our primary area of
23 focus.

24 And this is the plan, the timeline. We're
25 doing a feasibility study for the -- you know, this

1 year, we started kind of at the end of December, we've
2 gathered some data, we've got our plans and engineering
3 stuff put together, and we're getting input from the
4 public. We gather this input, and then we're going to
5 do some brainstorming and concept development. And
6 we're going to start that next Monday, get a big
7 workshop together.

8 We looked at the traffic, we looked at this,
9 we've got the people's input and how to address the
10 problem. We're going to come back in the fall, we will
11 put them in the report, and I'll point out that the
12 City of Henderson is preparing, and this called the
13 feasibility study. Hopefully, after that, we will come
14 up with ideas that are reasonably priced and
15 constructed in a reasonable time frame. And then that
16 gets handed off to NDOT. Then there's something that's
17 called the NEPA process. That's the National
18 Environmental process.

19 This is an interstate -- and also we have
20 funding, but when Feds get involved, we need to jump
21 through hoops, and one is the NEPA process.

22 What is the impact on the manmade and natural
23 environment, and it takes a little while to put this
24 report together to get the federal government approval.
25 And so that's the second couple of years of this

1 project. And then, depending on what we come up with,
2 we're going to go and build new improvements, maybe
3 once, maybe phases. It -- the only problem we're going
4 to see is we're not going to do a study -- we're going
5 to do a study, we're going to go through the NEPA
6 process, we're going to do that as fast as we can, and
7 we are going to move into construction. So the
8 timeline is important, the timeline is what we're
9 hoping to achieve.

10 So when we do a feasibility study, what are
11 we looking at? We're looking at the problem areas,
12 safety, congestion, where are the backups every morning
13 and afternoon.

14 Safety. Where do the accident occur? We
15 also have to be aware of traffic. So we're not just
16 trying to fix today's problem. We're trying to fix
17 20 years from now's problem. Henderson is still
18 growing. You know, some people don't like that. You
19 know, they say, Well, let's stop development. There's
20 too many cars on the roadway. Well, we can't do that.
21 People own property, they want to live here. The
22 United States is growing. They have to live somewhere.
23 You know, we just got it -- we can't stop it. We have
24 to address it, we have to figure out how to fix that
25 project.

1 I know access is an issue that concerns a lot
2 of people. We lost access with the restriping; so you
3 can't get off Gibson in the westbound lane. There's a
4 reason for that. Because each lane had to go three
5 ways in a very short distance. It goes back to the
6 first part, that it's not safe. It's inconvenient, but
7 to let you do it could cause an accident. And that's
8 bad too.

9 People could die. That's horrible. You
10 know, you get in a wreck and traffic really backs up.
11 So we weigh all these things. Right? There's no
12 silver bullet to any of this. It's all about
13 compromise.

14 So traffic growth. You know, this board is
15 over on this side. If you look at the numbers, some of
16 these numbers are growing by 50 percent, some numbers
17 are growing almost by 100 percent. That's a doubling
18 of traffic. This is a pretty sophisticated model that
19 looks at all the undeveloped land there's houses and
20 based on what they're selling for. We say okay.
21 That's going to generate traffic. So it's going to
22 be -- you know, think about it. If you do nothing,
23 then you get double the traffic on some of these
24 roadways. What's that going to be like?

25 Talked about safety. So every dot on that

1 map represents a crash over a three-year period.
2 Right? The blue ones are non-injury, the red ones are
3 injury. So that's a significant loss to society and
4 property, people's pain and suffering and injuries.
5 And then the red squares are the fatalities. So this
6 is always in the back of our mind. We want to have a
7 safe network; so that's what we have to look at. If
8 that's an inconvenience to some people, we're sorry.
9 We have to have something that works.

10 You can see the dots on the board there. So
11 we already know there's a lot of problem areas. And
12 the orange and red areas are areas where somebody wants
13 to go into the left lane and someone is coming on that
14 wants to go over to the right lane and someone wants to
15 go to the left lane so they're crisscrossing; right?
16 It causes disruption.

17 We have two big ramps where people have to
18 slow down. So they're going 70, 80-mile straight
19 through way, and then we have a 45-mile per hour ramp.
20 What is the problem with the 215? It gets backed up
21 all the way up to Sunset sometimes. Right? That's
22 just a geometry of the a situation. We have a little
23 tight ramp, but fortunately there's not a lot of
24 traffic on that.

25 Of course, I mentioned going to Boulder City

1 or Vegas issue and the arms that extend back to this,
2 we're getting into the issue area and something we're
3 definitely focused on.

4 So, again, as I open this up, we want your
5 input. But we have been coming up with a few concepts,
6 and we came up with brainstorming. We have shown you a
7 few things that could be done. We only focused on a
8 few areas. This is not all encompassing. This is just
9 a snapshot. They're all on the boards. They're really
10 different types of solutions. Solutions to have what
11 we call a meet on-ramp coming and a person wants to go
12 to the off-ramp ahead of them, that's called braiding,
13 and that's a problem area. So there's way you can
14 address that. You can do what they called braiding.
15 So what that means, most generally, instead of staying
16 on a horizontal plane or crisscrossing, you take one
17 over another area. You have seen those.

18 That's like you take the flyover, you can't
19 get off on Auto Show. We're looking at that at Gibson.
20 You know, Auto Show is, you know, maybe a mile from the
21 interchange. Gibson is closer than a mile. Auto Show,
22 you can't get from -- where's the pointer. If you are
23 coming off the ramp, you can't get off on Auto Show.
24 It's just too close. At Gibson you can get off. And
25 maybe that's the problem.

1 So maybe we are looking at going over the
2 ramp and providing that. Again, we sacrifice access so
3 we can get a better performing area that has safer
4 construction. This is just a tradeoff.

5 Another thing we want to be cognizant of is
6 that NDOT has a HOV -- vehicle carpool master plan. So
7 some day, I-15 and 215 may have carpool lanes. And if
8 they do, we want to connect them with a direct
9 connector. You know how we have a HOV, they go all the
10 way to the right to get off the Beltway, and they go
11 all the way over to the left to get off.

12 That's something to be aware of and then this
13 third lane is -- one of the issues that a lot of people
14 in this room have identified already is if you get on
15 Gibson and you want to go to Lake Mead, you know, you
16 have to move over two lanes in a row in a short period
17 of time. That causes a lot of problems. Because
18 there's a lot of cars that come from Las Vegas. So we
19 are looking at that. We say why don't we keep all
20 those people from the right side to Plan B? So that's
21 the Gibson on-ramp. And we need to make a merge
22 maneuver.

23 Anyhow, these are some of the things that we
24 are trying to do. We are trying to separate some of
25 these conflict point. And so when you think of things,

1 you know, you think of ways of doing that, let us know.
2 We would greatly appreciate it. That's why we have
3 little pads over there. You can write it down, put
4 sticky notes, write it in text, whatever you would
5 like.

6 Ways to provide comments. The official ways
7 to provide comments, like when you talked to us at our
8 work stations, that's back and forth, and we're not
9 taking notes. We try to remember your input.
10 Sometimes we get distracted. The official ways are
11 talking to the court reporter. She'll take it town
12 verbatim.

13 You have a comment form you were handed when
14 came in. You can fill it out and put it in the back.
15 You can e-mail it in, or you can go to our e-mail
16 address or website. We would like you to provide
17 comments by April 12th because we want that feedback.
18 Because the next step is to develop the concept. So we
19 want to get your input as we develop the concepts.

20 The website is Hendersoninterchange.com. We
21 will post this up there.

22 Some people asked about they want to know
23 what other people's comments are. So all the comments,
24 comment forms, the court reporter's transcript, we're
25 going to put it on the website. This is a very open

1 public process. So everything that -- one of the words
2 that you see on the PowerPoint are all the comments
3 that are officially submitted, taken down by the court
4 reporter, will be on the website so the whole community
5 can see their name up there.

6 And so with that, we really like people to
7 engage us at the workstations so that we can address
8 your particular issues, and so that's how we are going
9 to conclude.

10 UNIDENTIFIED SPEAKER: You were asked at the
11 last meeting to allow public comment before you went to
12 the boards. Are you going to allow that?

13 MR. JIM CAVIOLA: I'm going to let my -- the
14 City official answer that.

15 Do you want to take any -- a few questions?

16 MR. TOM DAVY: As long as it's germane to
17 what we're discussing here. The other topics that were
18 brought up earlier, we weren't prepared to talk about.

19 MR. JIM CAVIOLA: Okay. So Tom Davy, the
20 City Engineer, we're going to open up to the floor, but
21 we are asking you respectfully, please, the comments
22 are on the Henderson Interchange and not the I-11 study
23 that NDOT is going to do. There are people from NDOT
24 that could help you with that as we break out.

25 Also, we have received many comments already

1 on the restripe project. We ask that you respect your
2 leaders on this. Please don't ask the same thing or
3 vet about an issue that you are concerned about. Ask
4 about a question that you have or you want to share.
5 But if you want to say, Oh, why did you do this? We
6 already said why we did it. You're just wasting
7 everyone's time. We don't want to do that. Okay?

8 So with those parameters, go ahead.

9 UNIDENTIFIED SPEAKER: This is a question
10 going forward.

11 MADAM REPORTER: I need a name, sir. I'm
12 sorry. I need a name.

13 MR. STEVEN SAWYER: This is my name is Steven
14 Sawyer. I'm at 723 Pacific Cascades Drive in
15 Henderson.

16 MADAM REPORTER: Thank you.

17 MR. STEVEN SAWYER: Do your concepts envision
18 taking additional land for any of the proposals or do
19 you try and stay in the footprint that exists
20 presently?

21 MR. JIM CAVIOLA: We always like to stay in
22 the footprints. We don't -- again, we're early in the
23 stages. We don't have any concept at the present land
24 at the present time. Not to say if there's a concept
25 that comes up that has so much benefit to the traveling

1 public that it outweighs the cost of acquiring a
2 property, which is always expensive, yes, we do
3 consider that.

4 Yes, ma'am.

5 MS. MISTY SHANKEL: Misty Shankel (phonetic).

6 MADAM REPORTER: I'm sorry?

7 MS. MISTY SHANKEL: Misty Shankel.

8 MADAM REPORTER: Shankel?

9 MS. MISTY SHANKEL: Yes.

10 People are already driving westbound on the
11 215, right as you are getting off at Lake Mead, people
12 are cutting over. They don't care. They are already
13 cutting over. I don't drive that much when I do.
14 It's -- it's noticeable. They're cutting right over.

15 MR. JIM CAVIOLA: The question -- I don't
16 know if everybody heard that. So as you are going
17 westbound on the 215, it's striped with the big solid
18 line with the chevrons, but people don't respect that.
19 And they are darting over to get off on Gibson and
20 causing problems.

21 UNIDENTIFIED SPEAKER: I do that.

22 MR. JIM CAVIOLA: This lady just said she
23 does that.

24 Actually, I want to ask real quickly if
25 they're next, the kind of modifications that they do,

1 is that going to involve any physical prevention of
2 that through a barrier or raised tubes or anything like
3 that? Brian Wheeler, our representative, can help us.

4 MR. BRIAN WHEELER: Yes. We have worked with
5 NHP with the people crossing the white lines and
6 writing out tickets. So NDOT is either looking to put
7 in a barrier rail, a physical barrier, something that
8 will impede that unsafe condition of crossing three
9 lanes or the tubes. So we're going to move forward to
10 do that in the next couple of months.

11 MR. JIM CAVIOLA: Okay. So if everybody
12 didn't hear that, NDOT is going to put in a barrier to
13 prevent that unsafe act.

14 MR. BRETT PEARSON: Brett Pearson.
15 Who or how projected traffic for 20 years
16 into the future?

17 MR. JIM CAVIOLA: Okay. So the -- that's
18 good. By the Regional Transportation Commission, that
19 is an agency of Nevada, they take a model, right, and
20 it's a computer model that -- and I'm not going to get
21 into it. But, basically, what it does is it looks at
22 your entire area; right? And it looks at the land use
23 or what's in that area. And some areas are
24 subdivisions, some are industrial, some are empty
25 space. They're zoned subdivision or they're zoned

1 industrial.

2 So what they do is they say, Okay. Twenty
3 years from now, we anticipate this vacant land becoming
4 a subdivision, this vacant land becoming an industrial
5 park or business center or commercial park. And they
6 go into this model, and they know that certain
7 businesses generate so many trips; right? People go to
8 and from businesses and it's -- and houses generate
9 trips. And they put it in this model, and it tracks
10 through the network. It's a draft model, it's called.
11 But it's basically saying, Okay. As we fill all these
12 spaces and we fill out to Henderson and this and that,
13 we are going to have more traffic. Some people that
14 live here are going to live here. The percentages,
15 they do a big matrix and they track it through. That's
16 what we use to predict 20 years from now. It's not
17 precise, but it's good -- a good tool.

18 MR. PAUL TRAPP: Paul Trapp.

19 So this latest restriping has kind of shaken
20 my confidence in NDOT and how in depth they are at
21 being able to come up with something that works. So
22 are the same people that are involved with this
23 designing this new interchange?

24 MR. JIM CAVIOLA: Well, I really don't want
25 to get into --

1 MR. PAUL TRAPP: Well, somebody's got to
2 address it. Are these the same people that did this
3 last job? Because this last job, I have no confidence
4 in NDOT.

5 MR. JIM CAVIOLA: Well, I'll just say one
6 thing. First of all, I think for what they had to
7 invest, a very low cost improvement --

8 MR. PAUL TRAPP: I heard all that.

9 MR. JIM CAVIOLA: Can I respond, please?

10 MR. PAUL TRAPP: Just tell me is it the same
11 people.

12 MR. JIM CAVIOLA: If you want me to respond
13 to your question, I'll respond my way.

14 I'll state that --

15 MR. PAUL TRAPP: But you are repeating
16 yourself.

17 MR. JIM CAVIOLA: Good. I will say that what
18 they did with the restriping accomplished a lot of
19 good. There is a problem area on westbound Gibson.
20 They are seeing people at NDOT --

21 MR. PAUL TRAPP: There's more than one
22 problem.

23 MR. JIM CAVIOLA: We did not design that. We
24 are conducting this feasibility study, and it will have
25 involvement with the City Manager. It's not that we're

1 not confident in NDOT.

2 MR. PAUL TRAPP: So is NDOT designing this or
3 is some outside group designing it?

4 MR. TOM DAVY: The consultant for the final
5 design has not been selected. CA Group has conducted
6 the feasibility study, which is one part of the
7 project. Once we finish this phase of the project and
8 NDOT takes the baton, then a process will be put in
9 place to select the design consultants. It won't be
10 designed by NDOT. It will be a designer.

11 MR. PAUL TRAPP: I don't want to get into all
12 the restriping issues, but I will say that there's more
13 than one issue. There's about three issues that were
14 created by this one.

15 MR. TOM DAVY: Remember. The purpose of
16 tonight for the interchange, not the restriping.

17 MR. PAUL TRAPP: I've got it. But he says
18 there was only one area that's a problem.

19 MR. TOM DAVY: No. There's -- there's -- we
20 realize --

21 MR. PAUL TRAPP: There's more than one, and I
22 just want somebody to acknowledge that there's more
23 than one.

24 MR. TOM DAVY: We realize that this is an
25 interim face. It's not an ultimate solution. It's a

1 stopgap. Okay? It basically reduced an extremely bad
2 situation on southwest 515. And in doing so, there
3 were other ancillary issues that we're well aware of,
4 and they are being addressed. We are well aware of the
5 situation.

6 So if there's anymore questions on the
7 interchange itself, we are willing to take those.

8 MR. PAUL TRAPP: Well, at some point,
9 somebody is going to get killed in front of the Fiesta.
10 And then there's going to be a ten million dollar
11 lawsuit.

12 MS. MARYANN O'MALLEY: Maryann O'Malley.

13 MADAM REPORTER: Thank you.

14 MS. MARYANN O'MALLEY: In the interim, what
15 you're going to do, is it permissible to use breakdown
16 lanes as a lane just to get the traffic through that
17 point quicker? Because you almost have another lane
18 here.

19 MR. JIM CAVIOLA: Are you referring to the
20 eastbound -- I mean, westbound Lake Mead.

21 MS. MARYANN O'MALLEY: Yes.

22 MR. JIM CAVIOLA: Westbound, as you look
23 there -- as you drive underneath the bridges on the
24 left side, there's some pavement, but I believe NDOT is
25 going to utilize as part of their restriping effort to

1 address that issue, yes. And that's going to happen in
2 a few months and so will see if it's effective.
3 Basically, they're going to take advantage of that
4 pavement and come two lanes come through further to the
5 west, and then Boulder City loop ramp will peel off on
6 that kind of like an exit. And then two lanes past
7 that will merge to one. So they're going to take
8 advantage of that breakdown lane, yes.

9 MS. MARYANN O'MALLEY: So could you carry
10 that breakdown lane further to help the congestion?

11 MR. JIM CAVIOLA: Well, at some point we have
12 to take that lane and go to the beltway, and we're
13 going to do that as safe as we can.

14 Yes, sir.

15 MR. JOSE LOYA: Jose Loya.

16 What conversation is given to surface traffic
17 congestion as a result of the building that will be
18 done? And I'm talking from the 515 southbound to the
19 westbound 215. Will sunset and Galleria be an
20 alternative freeway roads, if you would?

21 MR. JIM CAVIOLA: Yes. When we look
22 at -- and we call that issue diversion. So they're
23 diverted off the freeway. They use the network, maybe,
24 to go and access -- because they can't -- well, an
25 example would be if you are coming from Lake Mead and

1 you can no longer get off Gibson and maybe go up
2 Eastgate over to Auto Show and back; right? So we look
3 at that as part of our study to see if, you know,
4 that's going to have a negative impact. And we look at
5 anything we can do on those local roadways and put that
6 in our report.

7 But also to point out, if we don't fix the
8 interchange congestion and we have the current
9 congestion on the interchange, people will just jump
10 off the freeway and overwhelm the side streets. So
11 improving the freeway only helps you on the side
12 streets.

13 Anybody else? Sir.

14 MR. JAMES ZAKOWSKI: James Zakowski.

15 MADAM REPORTER: I'm sorry, sir. I didn't
16 hear your last name.

17 MR. JAMES ZAKOWSKI: James Zakowski.

18 Are you going to add any type of highway
19 messaging signs prior to the interchanges and as well
20 as up to them so they can keep the rest of the traffic
21 flowing, like Type 1, Type 2 DHS signs?

22 MR. JIM CAVIOLA: Yes. NDOT actually
23 has -- in working with RTC -- and it's called the fast
24 system -- they've been implementing more and more
25 information signs. I don't know if you have driven on

1 the 95. Do you see the new signs they have on there
2 that provide a lot of information, almost like giant
3 TV screens. I don't know when they're going to be
4 coming into this area, but NDOT has a program to
5 improve that throughout the valley.

6 I know NDOT is working on the advanced signs
7 for the interchange. Because of the striping changes
8 that were made, some of the advanced warning signs are
9 no longer 100 percent correct. The ones right at the
10 interchange are. So we have a statistic sign, and then
11 have a program for those dynamic signs in Nevada. So,
12 yes. The answer is yes.

13 Yes, ma'am.

14 MS. GWEN KELLY: Gwen Kelly.

15 I just wanted to thank you for this
16 presentation. I love the fact that you guys did clear
17 boards giving us information here. Thank you.

18 MR. JIM CAVIOLA: You're welcome.

19 What was the question?

20 UNIDENTIFIED SPEAKER: It wasn't a question.
21 It was just a comment.

22 MS. SALLY SAWYER: Sally Sawyer.

23 Do you interface at all with the RTC? Like
24 the whole idea of having all these cars, are we looking
25 or are there any solutions looking at public

1 transportation?

2 MR. JIM CAVIOLA: So, yes, we do interface
3 with the RTC. And I'm stuck in the duct tape.

4 Yes, we do interface with the RTC as part of
5 our feasibility study. We have an advisory commit
6 and -- and the RTC is part of that. So they know
7 everything we're doing with the feasibility study.

8 Public transit, we are not looking at a
9 public solution to fix the freeway problems because it
10 couldn't. Public transit is a very dynamic situation
11 right now. It has lots changing in the public
12 transportation. We have Uber, Lyft, and other things
13 taking over where buses used to dictate the load. But
14 they are involved about this project.

15 In the back.

16 MR. BOB O'BRIEN: Bob O'Brien.

17 You're showing possibly adding two eastbound
18 lanes between Gibson and the I-15. Will they be south
19 of the 215 -- that I'm assuming -- and will they have a
20 sound wall and will it be elevated?

21 MR. JIM CAVIOLA: Okay. So feasibility is
22 conceptual, but -- anything we do, right, if we're
23 going to have something that impacts those homes to the
24 south, we'll do a noise study. That's part of the NEPA
25 process that the federal government requires that we

1 don't negatively impact the manmade or environment.
2 And so we put up walls to protect that area, if that
3 was the case. So, yes, we do that. We don't have all
4 those details now. These are just back of the envelope
5 sketches.

6 MR. TOM DAVY: Okay. We have about
7 50 minutes left. So at this time, we're going to go
8 ahead and end this portion of the presentation and
9 allow we break into groups and comment with the
10 stenographer. Fill out your comment cards, ask
11 questions, post anything you would like on the boards
12 over here.

13 Thank you very much for your attendance
14 tonight, and we really appreciate it. Thank you.

15

16

17 (Additional public comment given
18 directly to court reporter after second
19 presentation.)

20

21 MR. DANNY SHEAHAN: The HOV lanes, I foresee
22 several flyovers having to accommodate the HOV lanes.
23 And, ultimately, it will take three lanes and turn it
24 into two, and it's go going to increase congestion and
25 not make it better. I think HOV lanes need to go. We

1 don't need them.

2 And the second comment is go half way between
3 Lake Mead and Horizon and put in an off-ramp/on-ramp to
4 Horizon Ridge so that people can access that area and
5 eliminate the access and the exit at Gibson Road
6 completely. Take it off the 215 all together. Because
7 that really helps with congestion. If you get that out
8 it, works. Thank you very much.

9 MR. RICHARD SOUZA: This is Richard Souza,
10 S-o-u-z-a.

11 If they're going to take Lake Mead and have
12 it back the way it was, but have the two lanes going on
13 to the 215 with a breakaway lane going underneath
14 around for Gibson to make that an exit only lane, it's
15 bringing two lanes coming up right where instead of
16 taking it down to one lane coming around the curb
17 getting from the 93/95 -- that's what, northbound going
18 towards Vegas?

19 Going to the 215, take those two lanes coming
20 to the curb and eliminate that traffic backup there.
21 If they're to take over at Auto Show Drive, expand that
22 out some to right where they increase the lanes on the
23 traffic, go to the road and to the property on this
24 side, on the south -- south side of the bridge, the
25 on-ramp onto the southbound and the off-ramp onto going

1 northbound, if they expand that over just a little bit,
2 it would give them extra lanes right there to where
3 they have two lanes going to eastbound Lake Mead and
4 two lanes going to the 215 and make a -- it would erase
5 a lot of traffic. On.

6 The 215 coming into the interchange, and if
7 they were to expand it on one side to where they can
8 add the lane over here, the exit lane and everything,
9 expand the bridge just a little bit, add one lane on
10 each side, it would eliminate all the traffic.

11 And it would make it not only easier for the
12 next only 30 years, what they're looking at, but it
13 would actually go beyond that, not like they've had to
14 do with the Spaghetti Bowl interchange every 20 years,
15 having to redo it over and over and over.

16 (Thereupon, the Henderson interchange
17 meeting concluded at 7:00 p.m.)

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HENDERSON INTERCHANGE COMMENTS VIA EMAIL, WEB, AND PUBLIC MEETING (NOTED IN COMMENT COLUMN)						
DATE	LAST NAME	FIRST NAME	EMAIL	PHONE	COMMENT	RESPONSE
3/7/2019	Zamarin	David	drdata0609@gmail.com		<p>Mr. Caviola:</p> <p>I look forward to learning more about this topic at the meeting.</p> <p>What is the approximate time frame for this project and will it do something to fix the mess created by the recent re-striping project which has only made matters worse?</p> <p>Regards.</p>	<p>[3-7, JC] Mr. Zamarin, The initial study to see what can be done to improve the interchange will be completed by the end of the year. Once the improvements are identified we will then need to conduct an Environmental Review, which is required by the Federal Government for all Interstate Projects. Depending on what the improvements are that could take up to 2 years. After Environmental Review we will move forward with design and construction. We do not have a definitive date for construction, it will be depending on what the improvement is and how much it costs. Both NDOT and the City of Henderson are committed to improving the interchange so something should happen within a few years of the end of the Environmental Review process. Sorry I cannot be more specific on construction details but I hope you understand that we are early on in the process. Regards.</p>
3/11/2019	Grissom	Marcus	billingmngn@lvophthalmology.com	702.362.3937 x 126	<p>Why was the west bound on-ramp to I215 from Lake Mead Pkwy reduced to one lane? It has caused back up to W Van Wagenen in the AM and afternoon. Why was this done it had been a two lane on ramp for years with no issues. It is a add'l 15 min wait to get on I-215. Thank you.</p>	<p>[3-11, JC] Mr. Grissom, The study we are currently doing is looking at a long term improvement to the interchange, one that may end up reconstructing bridges, ramps etc. The change you are referring too was a short term effort by NDOT to improve southbound 515 to westbound 215 traffic flow and other operational issues they saw with the current interchange. Having said that we are aware of the issue with the west bound on-ramp to I-215 from Lake Mead Pkwy backup. In fact NDOT is reanalyzing this particular problem and I believe may make modifications to the current configuration to improve operations. There will be representatives from NDOT at our public meeting who could provide you an update. Please let me know if you want to contact NDOT and I will forward this email to the appropriate NDOT representative. Regards.</p>
3/11/2019	Wright	Don	donwright21@gmail.com		<p>Hi James, My name is Don Wright and I reside in the Palm Terrace development in Henderson near the subject project. I received a mailing about the public meeting on March 25, 2019 but won't be able to attend. I tried researching the project online and wasn't able to find anything besides the current changes that were recently opened. Can you please send me additional information so I can better understand the scope of the project and the study you are conducting?</p>	<p>[3-11, JC] Mr. Wright, we will be establishing a project website and will post the meeting materials on line. I do not have the website name yet but it will be available through the City of Henderson and NDOT main websites. I will also forward you the website name once it is established. We will also have a second public meeting in the fall. Regards.</p>

3/12/2019	Stabenow	Kaila	kstabenow@primenv.com	702.869.0937	I would like to introduce myself; my name is Kaila Stabenow, Provisional Community Manager for the Arista Homeowners Association located off of Gibson and Paseo Verde. I am writing to you on behalf of the Homeowners of this Community regarding the Henderson Interchange Project. The owners' are very displeased with the recent changes. These changes have essentially removed the Gibson exit from all nearby freeways, inconveniencing everyone who lives off of those exits. These Residents are now forced to find alternate routes to their homes, backtracking and going out of their way, which in turn is clogging up other exits as well as side streets. Please reconsider the Gibson exit closure(s) as it is negatively impacting many Homeowners and Businesses in the surrounding areas. Thank you.	[3-14, JC] Ms. Stabenow, Thank you for the feedback. We will take your comments into account as we seek to further improve the operations of the Henderson Interchange. Regards.
3/12/2019	Blazyk	Allen	blazyk351@gmail.com		I live at Country Club Drive and Pacific and between Horizon Ridge and Lake Mead and between 95 and Pacific. Is this going to affect my home?	[3-17, JC] Mr. Blazyk, We are currently in the study phase to identify improvements to the Henderson Interchange. We do not have any current options that would impact exiting homes. Based on the description of the location of your house we will not impact your home. You can obtain information regarding the study at the below website link. Please check the website periodically as we will add information when it becomes available. www.hendersoninterchange.com . Regards.
3/14/2019	Hurst	Jackson	ghostlightmater@yahoo.com		Hi I would like to sign up for study updates and be added to the mailing list for the I-11/I-515/I-215 Henderson Interchange Feasibility Study Project. My mailing address is 4216 Cornell crossing, kennesaw, Georgia, 30144.	[3-14, JC] Mr. Hurst, we will add you to our mailing list for the study, we will be establishing a website that you can access through the City of Henderson Public Works page and the Nevada Department of Transportation site. I will send you a link to the site once it is up and running, that way you can keep up on the project. We do not plan to send out emails with updates since they will be available to everyone on line. Thank you for your interest in the project.

3/19/2019	Sandberg	Kim	kimberlyanne.sandberg@gmail.com		<p>Hi Mr. Bowers, I'm a resident I won't be able to make it to the March 27th meeting concerning the feasibility study for the Henderson Interchange. I have a concern I'd like to voice though. Everyday I have to drive to downtown for work. I'd much prefer to take a bus, but I can't because the express bus only runs once an hour. If the bus ran every 15 minutes, I would take the bus to work everyday. I bet a lot of people in the Valley would do the same, which would certainly ease congestion on the roads. Is public transportation a consideration in this study? Even if the RTC can't run the express bus more frequently, will there be a consideration of a bus not under the umbrella of RTC, like maybe a private bus that partners with the county to provide this service? Thanks so much.</p>	<p>[3-19, DB] Good morning Ms. Sandberg, I am copying the Public Outreach Officer on this project so he can address your question. Thank you for your interest in our project.</p> <p>[3-20, KK] Hello Kim: thank you for your interest in the project and in our local transit system. I reached out to the RTC and have the following information: "We are not aware of transit service as part of this study specifically, or any discussion on private partnership for service in the area, but we are always reviewing our transit service and how to be as efficient as possible. When we look at increasing service, we have to consider both demand and funding. For the route specifically mentioned, it happens to be one of our lowest ridership routes in the system, and we have to carefully consider how our very limited transit budget is used across 39 routes." For questions/ additional information regarding the RTC, please reach out to Pamela Kalani (KalaniP@rtcsonv.com).</p>
3/19/2019	Evans	Justin	justinmevans@hotmail.com		<p>I'm not sure if you had the pleasure of attending the St. Patty's Day Parade in Downtown Henderson this past weekend but let me tell you my experience. Aside from the lack of parking available near the area, the parade was well executed as it always is. Many people from all over the valley enjoying an event in downtown Henderson. But as the event started to come to an end it seemed as if the city of Henderson was trying to trap everyone in! The roads were gridlocked with no sign of escape! Thankfully my family and I were on the outside of the complete disaster that has forsaken our roads. It only took us 30 minutes to travel down Lake Mead from Boulder Hwy to 215 West, a 2 mile trip that should take about 5 minutes. I can only imagine the horror of what went down in the heart of the downtown cluster, hopefully those people had plenty of food and water to hold them over.</p>	

3/19/2019	Evans	Justin	justinmevans@hotmail.com	[CONT.] I suppose what I'm trying to say is that everyone who was involved in the decision to take the Lake Mead onramp to 215 West down to one lane should be immediately removed from any decision making ever! These people must have the brain power of a toddler to not be able to envision the major bottleneck they were about to create. As the Cadence community expands this problem will only get worse, that is if people even decide to move there now knowing the immense dumpster fire of a commute that awaits them.	[3-24, JC] Mr. Evans, thank you for your input. We understand the frustration with the situation at WB Lake Mead to WB I-215. We will be looking at ways to improve this area as part of the Feasibility Study. You can track our study progress at: www.hendersoninterchange.com . Regards.
3/20/2019	Underwood	Bill	billual@yahoo.com	Is there a website on the internet to view a pictorial of the interchange? Thanks for any info you can provide.	[3-24, JC] Mr. Underwood, the website is www.hendersoninterchange.com . It has just been set up and will be updated periodically. Regards.

3/20/2019	Evans	Glenn	glenn@wesellvegas.net	<p>Dear Mr. Caviola, Since you were so kind as to request comments regarding the new Henderson freeway interchange, I thought I would oblige, and send you my opinions. Where to start with this one? I can only hope that you were not involved in the decision-making process for the recent changes that were made, since these happen to be some of the dumbest decisions I've seen in my 58 years. Let's start with the shutting-off of the Gibson exit from west-bound Lake Mead. I understand that the purpose was to attempt to make the south-bound 515/11 exit onto west-bound 215 flow more freely, but did you really think that painting a white line on the road would stop people from cutting across to exit at Gibson?! Of course it won't, since there is now NO good and reasonable way to get to Gibson from Lake Mead. I've tried, and every alternative route adds in the neighborhood of 10 minutes to the trip. This is why I see people cutting across every day!</p> <p>Now, let's move on to the real stupidity. The cutting down of the Lake Mead entrance to west-bound 215 from two lanes to one. You say that the purpose of the modifications was to "alleviate congestion, and "accommodate future corridor growth", when what was done is exactly the opposite!!</p>	<p>[3-24, JC] Mr. Evans, thank you for your input. While we do not have the ability to limit population growth, we will be taking into account the increased traffic in the area as part of the Feasibility Study. You can track our study progress at:</p> <p>www.hendersoninterchange.com.</p> <p>Regards.</p>
				<p>[CONT.] First, the city approved the development of massive new communities in east Henderson; Cadence with 12,000(!) new homes, plus who knows how many more in Tuscany, Weston Hills, Lake Las Vegas, etc., and then it cuts the only freeway access from two lanes to one?!?! This is lunacy. It's causing huge problems along west-bound Lake Mead, as people wait until the last second to cut into the left (exit) lane, as they always do. This problem will only be exacerbated as these communities expand. If whoever made this decision worked for me, they would be fired instantly! We should be expanding the freeway access, not constraining it. In fact, the city should be looking at ways to speed the traffic flow along Lake Mead towards the freeway, not adding still more traffic lights. My guess is that we need to stop taking our traffic flow lessons from California, the land of the 2-hour, 2 mile commute, and use a little more common sense.</p>	

3/25/2019	Evans	Glenn	glenn@wesellvegas.net		<p>[RESPONSE TO JC'S RESPONSE ON 3/24]: Thanks very much for your response. Yes, of course, I recognize that your department/group has nothing to do with population growth or approvals of new developments, and I'm not complaining about either of those. Growth in our area is inevitable. However, anyone with more than two brain cells to rub together could foresee that freeway access would be a major issue in this scenario. Actually cutting down said access, and making it more difficult in the midst of all this growth, is just monumentally stupid in my opinion.</p>	
3/25/2019	Jesinoski	Patti	pattirxmeds@gmail.com		<p>The fix is NOT going to change or solve ANYTHING. IT still gets down to a single lane entrance where drivers are entering the freeway entrance at 30 miles per hour, accelerating to 45 miles per hour on the fast lane. THE congestion bottle necks to beyond Green Valley Parkway because of the left lane slow traffic, the fast traffic on the other two lanes on the right, and the inability to move around these cars in the fast lane. It is DIFFICULT to be able to get off at the EARLIEST Green Valley Parkway. I have had to go down further and turn around to get off on Green Valley Parkway. This two lane down to one lane entrance will do NOTHING. Like I said. I am forced to be in the left lane by at least Cadence traveling west to get over to the left lane. By the time the frustrated driver gets through Eastgate, they are bumper to bumper to finally get on the freeway.</p>	<p>[MS. JESINOSKI'S EMAIL WAS SENT IN RESPONSE TO THE MEETING NOTICE FORWARDED BY T. BUCHANAN, WITH THIS MESSAGE ON 3/21] "Thank you for your comments about accessing the 215 Highway westbound from the Cadence area. NDOT is at the current time with the encouragement of the City of Henderson evaluating potential modifications that could be implemented in the near term to improve traffic flow. NDOT is also accelerating planning efforts for the long term design for this interchange to improve safety, freeway operations and regional mobility, enhance air quality and reduce congestion and travel delays. A public information meeting is being held on March 27th at the Henderson Convention Center to obtain input from residents on this matter. I have copied the NDOT press release on this meeting below for your convenience. At this time, an alternative to consider from your location rather than using Lake Mead Boulevard to join the 215 is using the Galleria on-ramp to join the 515 heading south and then take the ramp from the 515 south to the 215 west.</p>

					<p>"At this time, an alternative to consider from your location rather than using Lake Mead Boulevard to join the 215 is using the Galleria on-ramp to join the 515 heading south and then take the ramp from the 515 south to the 215 west." Laughable. Rich.. Sounds like fun since Cadence Road has been rerouted in under 2 years, construction there. Maybe you didn't understand where I live. I live 1 1/2 miles from Lake Las Vegas in Calico Ridge. I bet this will help kill home buyers in Lake Las Vegas for 10 years. Should work well with the construction projects the mayor and city council approved out there. How many entertainers on the strip live out there? How many golfers does the strip send out there? I'd rather move out of state. Just another tax payer, not a freeloader. And by the way. The remedy you are suggesting to me is EXACTLY what drivers are doing from the 95 south. THEY are causing near misses on Lake Meade going East. The 95 S car is barreling off 95 S, while 2 lanes are decelerating from the 215 E and cutting over two lanes of traffic to make a left turn on Eastgate. AND Tony Illia, This is exactly what I said would happen when I got up and spoke at the meeting before this all began. I also did follow up emails to you.</p>	
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				<p>I URGED you then to not put a permanent change that would disallow you to reopen the second lane. I STRONGLY urge you go back to the drawing board for a better fix BEFORE wasting tax dollars implementing this change, NOT FIX. I know the mayor and city council are more concerned about developing the west part of Henderson. BUT, if you want to see this whole part of Henderson with businesses boarded up and housing downturn, I urge you to reconsider. Boulder Highway as an alternative is bumper to bumper, so not an alternate route. Once the city pushes to take that THIRD land away for sidewalk and bike lane, you truly will have done a wonderful gridlock. Then you want to narrow Von Waggenon for more housing. More gridlock. And I discussed this with NDOT representative also. Because I will remember what the response was, "I have nothing to do with what the city decides to do with their roads." And YES I will be at the meeting this week.</p> <p>PS This construction reminds me how architects have developed smaller retail/restaurant multi-stall woman's bathrooms for decades, like someone who has never used one as a female.)</p>	
3/26/2019	Price	Denise		<p>While I understand that the city has grown faster than expected, I do not understand why it became necessary to take away the Gibson exit from Lake Mead. It has not improved traffic flow and has only succeeded in making all the citizens who live in the area of Gibson and I-215 have to drive miles out of their way to get home. It also seems to me that you are not being very forthcoming in your future plans for the rest of the interchange. I was unable to attend the public meeting and I have been a home owner in the area of Gibson and I-215 for over 20 years. I am extremely unhappy with the fact that the information was not publicized regarding shutting down Gibson and that you can't seem to provide an overall plan for where this project is going. Nothing you have done has helped the traffic congestion or the accident rates in the area. Maybe before the state pays someone millions of dollars to build a freeway, they should actually see if will work with the existing streets/exits. The Biggest problem that I have is that every change that has been implemented has had a drastic impact on our living conditions and commute, but yet, you the planners and developers do not have a simple public area providing us with your overall plan that affects us.</p>	<p>[3-26, JC] Ms. Price, thank you for your input, we understand the situation with WB Lake Mead no longer being able to exit to Gibson. The reason for the prohibition was that with the new striping configuration cars need to move over 3 lanes in a relatively short distance to exit. This situation tends to cause traffic disruption and sometimes results in unsafe conditions. Having said that, we will be looking at all of the problem areas within the area as part of the Feasibility Study, including this movement. We have set up a website so you can review project information: www.hendersoninterchange.com.</p>


3/26/2019	Lardeau	Anne Marie			<p>Please do not turn Lake Mead Parkway into a nightmare. Things are fine right now and we do not need a nightmare like Project Neon. Stop the crazy building spree and keep Henderson livable.</p>	<p>[3/27, DB] My name is David Bowers and I am the Project Manager with NDOT for the current feasibility study on the 515/215 interchange in Henderson. I understand your concerns and frustration associated with highway construction delays. However, in this particular case, there has been no decision on what type of construction, if any, is required.</p> <p>As noted in the background section of the webpage, the population in Henderson has more than doubled since this interchange was constructed back in the 1990's and this has led to traffic flows which may be exceeding the system capacity. If the feasibility study determines that delays are excessive and public safety may be a risk, solutions will be developed to resolve those concerns. If construction is necessary, the project will not be as large as Project Neon, so the construction period will be much less.</p> <p>Thank you and hopefully you will be able to attend tonight's public meeting at the Henderson Convention center between 4:00 and 6:30 with a presentation at 5:30.</p>
3/27/2019	Michelle	Danielle	dmichelle129@gmail.com		<p>Please accept this written email as a request to improve the on ramp from Lake Mead Pwky onto the 215 freeway. I am not looking for a generic response. Please take into consideration that the agency NDOT spends money and time implementing these newly constructed highways to make 'traffic safer' reduce 'traffic delays and backup'...etc. What this does to a resident of Nevada for over 30 years is create chaos, delay in returning to my residence and cause daily frustration. For someone who continues to live in the premier community, Henderson - this was the worst decision made by the Nevada Department of Transportation. To prohibit someone from making the quickest, safest choices on the route home was absurdly irresponsible. Working in the emergency response field, I am disappointed and angry that I am forced to find a different route home or be penalized for making illegal traffic choices. That same choice I have made for years and years easily has now been removed. This needs to be changed at the VERY least reconsidered to make Gibson available for exit Westbound.</p>	<p>[4/3, JC] Ms. Michelle, we are looking at ways to add back a lane to the WB Lake Mead to WB 215 movement and a connection to Gibson as part of the Feasibility Study. Unfortunately the solution that could accomplish this goal will likely take some time. In the short term NDOT is re-evaluation the current striping change and may make minor revisions to extend the 2 lane section farther west. This still will require merging to one lane but it could help reduce the traffic backup. Also, unfortunately it will not return the connection to Gibson do to safety concerns. I know this is not the answer that you were hoping to receive but we do understand the issues and it is a focus point for the Feasibility Study we are working on. Regards.</p>

3/27/2019	Dalesandro	Victoria	vldalesandro@aol.com	760.964.5821	Why doesn't someone put a sign warning drivers on Lake Mead Pkwy going west that the lanes are merging into one lane? That would prevent some possible accidents from people who didn't know of the merger. There have been many possible accidents there. IT NEEDS TO BE DONE ASAP!	[7/2, JC] While not part of this project study, we have communicated your concern to NDOT's project management team. NDOT is evaluating additional signing and other modifications to the current configuration for westbound Lake Mead Parkway. Thank you for your comment.
7/2/2019	Dalesandro	Victoria	vldalesandro@aol.com	760.964.5821	[IN RESPONSE TO JC EMAIL, 7/2] Thank you very much for forwarding my concen and answering my comment.	
3/27/2019	Wilson	Bill	mrbill3x13@aol.com	702.565.6813	Until we decide where I-11 will go through Henderson, we are planning for a situation that may never exist. I'm concerned that whoever designed Lake Mead/Gibson/215 entrance may design the roest of the projects because if he/she worked for me they'd no longer have a job. We need to preserve the access to Gibson from Lake Mead.	[7/2, JC] Thank you for your comment. This project will evaluate the impacts of this route possibly becoming "I-11". If that does not come to pass, the design presented will still function well, and will not preclude the additional route designation if it does. We have heard from many different individuals that the Gibson access is very important to them. One of our project's goals will be to establish safe and efficient access between Lake Mead Parkway and Gibson while also providing safe and efficient system interchange operation.
3/27/2019	Wilson	Polly	pollywilson2@aol.com	702.565.6813	What can you do to prevent westbound 215 drivers going to Gibson Road, taking off from left lane to right lane exit in front of traffic in the right two lanes. Scary!	[7/2, JC] NDOT is planning an interim solution that will install temporary barrier rail for a distance that will keep people from weaving to Gibson from westbound Lake Mead Parkway. A future solution is being evaluated which will re-connect Lake Mead Parkway and Gibson access, but in a safer configuration.




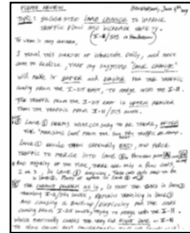

3/27/2019	Howley	Gene	saxomafone@gmail.com	702.374.4006	Coming from 515 south to 215 west there is an issue when the sun sets. It is somewhat better with the restriping, however a longer ramp is needed for those needing to gain speed to enter 215 W. Is it possible to build a longer entrance ramp?	THIS WAS A WRITTEN COMMENT AT THE PUBLIC MTG. BUT THE COMMENT FORM SAID THEY WOULD NOT LIKE TO BE CONTACTED.
3/27/2019	Plazola	Joseph & Noelle	joeyplazola@gmail.com	702.241.5348	Expand back to two lanes onto freeway and let people exit Gibson. And the exit to Lake Mead from 93/95 needs to not meet up with the I-215. The I-215 needs its own exit. With Cadence growing, this is a growing issue. Expand freeway - buy the Black Mountain land. Expand that way!	[7/2, JC] : Thank you for your comment. Currently the project is evaluating concepts that will better separate the local traffic (Lake Mead Parkway, Gibson Road, etc.) from the I-515/I-215 system to system traffic. This could be done in a number of ways, and those concepts are being compared against each other as part of this study. The freeway will be evaluated to determine the needed number of lanes for each traffic direction, with preliminary design performed to determine the physical space required for any improvements needed.
3/27/2019	Kleppen	Dennis	dennis.kleppen@gmail.com	702.524.9170	Unless Lake Mead onto I-215 goes back to 2 lanes, it will always be a bottleneck due to very slow drivers and not being able to get around them. Same problem I-515 south to I-215 west had before it was broadened to 2 lanes. The problem was just moved. I-215 needs at least 1 more lane to merge into.	THIS WAS A WRITTEN COMMENT AT THE PUBLIC MTG. BUT THE COMMENT FORM SAID THEY WOULD NOT LIKE TO BE CONTACTED.

3/27/2019	Blumensaadt	Eric			<p>Once the Henderson Interchange is finalized and engineered, will Henderson City officials and elected representatives oppose any link-up of the I-11 to the signed Henderson Interchange?</p>	<p>THIS WAS A COMMENT NOTED ON A DISPLAY BOARD AT THE PUBLIC MTG - NO CONTACT INFO WAS PROVIDED.</p>
4/2/2019	Cerny	Kevin	kc89109kc@yahoo.com		<p>Dave, This is Kevin Cerny. I wanted to make two comments regarding the Henderson Interchange.</p> <p>1) With regard to the unfortunate re-striping a couple months ago, there needs to be more than one lane of traffic for the I-215 Westbound from Lake Mead Parkway. It's a mess, and I generally avoid it. It's terrible at high traffic times.</p> <p>2) We (wife) are one of the people who actually used the I-215 westbound Gibson Road exit (daily) coming from Lake Mead Parkway. We cannot use it now, according to the new chevron striping areas. It would be great if we can use the exits again.</p> <p>I hope you can fix this interchange.</p> <p>Thanks.</p>	<p>[4/2, DB] We have heard the concern about Lake Mead Pkwy/WB 215 interface and agree that more needs to be done there to improve the capacity and traffic flow in this area. The current feasibility study will eventually lead to a full interchange improvement that is expected to accommodate two-lanes WB from Lake Mead. Sorry to hear that you were impacted with the loss of the access from WB Lake Mead to Gibson. This weave has been a problem for quite some time due to the drivers trying to cross multiple lanes of traffic in a very short distance. The on-ramps from I-515 both drop on to WB 215 just before the Gibson exit so WB Lake Mead vehicles that were trying to move all the way to the right were conflicting with generally heavy traffic from the ramps that is trying to move left. Similar to your first concern, the new plan for improvements is looking at reestablishing the connection, but it is very close to the interchange, so it is going to be difficult. We will keep you on the mailing list so that you will be notified of the next public meeting. If you have any ideas for potential fixes, we are open to hearing them as well.</p>

4/11/2019	Cook	Robert	rac45@cox.net	<p>I was unable to attend the meeting on 3-27 but wanted to give my feedback on the new design. The single largest issue with traffic in Henderson/LV is lack of movement...speed differential. I have seen local interchanges designed to operate at 35mph...from a traffic feed of 65mph. This is nothing short of insane. A steady state movement of traffic is the by far the most efficient and safe. Flawed ideas such as "traffic calming" have created horrible and dangerous designs, with the South bound I-15 to 215 siding road being a prime example, and one of the worst and most dangerous road designs I have ever seen. The entire point of being in a car, especially on a freeway, is to MOVE. This is something that past interchange designers do not seem to understand. The prime goal of ANY interchange/ road design moving forward should be to minimize speed differential and maximize throughput/speed of vehicles. That is why the good people of Nevada pay their taxes...not to be intentionally slowed down by poor road design. I hope that the new design will incorporate this concept...the high cost and 10 years! of construction/restriction needs to be worth it to the people of Nevada. Thank you.</p> <p>PS Eliminating an on ramp lane to the 215, as was recently done, is a specific example of what NOT to do. This was an extremely bad choice and has made entering the freeway far more dangerous. I have personally seen 3 accidents prior to the freeway and have been nearly rear ended on numerous occasions. This was never an issue with the original dual lane design.</p>	<p>[4/15, JC] Mr. Cook, thank you for your feedback. We will be looking at all aspects of the Henderson Interchange, including the recent changes. Please visit our website for more information and updates:</p> <p>www.hendersoninterchange.com.</p>
4/17/2019			arniesclubs@aol.com	I was unable to attend but I would like to know the outcome of the meeting.	[5/10, JC] Dear Sir, please visit www.hendersoninterchange.com . You can view the public meeting information. The website will be updated periodically so please feel free to visit in the future.
6/25/2019			sralph5@yahoo.com	I dont who to bring this up to but this one lane leaving Henderson going west is just ridiculous. Who brings 3 lanes to one to get on the highway? Theres warehouses all in Henderson and cant get up to speed. Out of frustration, there is so much road rage. You could have left it 2 lanes and still put up barriers. I lived here 18 years and saw the old interchange and after all the money the state has spent on the mini spaghetti bowl...you guys have moved it from 1 lane....to 1 lane. Whether its 515 s to 215 w or 215 w out of Henderson or 95s to 215 w....its all 1 lane. Wheres the accountability?	[6/27, Jesse S] Thank you for your email. Currently, different design alternatives for the entirety of the Henderson Interchange are being evaluated for a large scale improvements. Your comments will be included and considered as part of the evaluation process.

	A	B	C	D	E	F	G
1	THE FOLLOWING EXTENDED COMMENTS REFERENCE ATTACHMENTS, WHICH FOLLOW						
2	DATE	LAST NAME	FIRST NAME	EMAIL	PHONE	COMMENT	RESPONSE
3	4/1/2019	Gilmore	Chris	never2young2retire@gmail.com 	702.565.6851	<p>I am sorry to get this to you so late, but I wanted to not only do research into the things that I am saying but get feedback from others within the community. Generally, what I found was a lot of support for the suggestions that I am putting forth as well as a lot of frustration toward both the City of Henderson and NDOT. Personally, I understand that the horror story behind trying to plan for an expanding population with already overtaxed infrastructure. Worse yet, I understand that what we need are solutions that will work within the budget so that then save enough money to eventually make permanent changes that make sense. I think that the positions that I point out, although bias and often opinionated, are necessary changes that fall well within the budget constraints for a temporary solution. I have kept in mind that the long-term goal is to alter the physical makeup of the entire interchange. But I also understand that the short-term goal is to make the interchange simple, easy and safe.</p>	<p>[4/3, JC] Mr. Gilmore, thank you for taking the time and making the effort to prepare the attached exhibits. I agree with much of what you said. We will review your comments in detail and will give them due consideration as we move forward with the feasibility study. In addition, I will pass on your comments regarding the restripe configuration and the signing for the recent restripe project to NDOT.</p>
4						<ol style="list-style-type: none"> 1. The westbound route from Lake Mead to the 215/95 interchange is at best a little confusing. Yes, you could separate all of the lanes, force funneling much sooner and create lanes as far back as Van Wagnan. I think that this is extensive and unrealistic. I would, however, like to see signage as far back as 100 feet past Van Wagnan and start a filtration into specific lanes. I would like to see solid white lines leading to physical barriers with tall flashing lights indicating the choices that could be seen long before the physical barrier. I would love to see overhead signage starting just past Van Wagnan starting the filtration with further overhead signage and solid white striping past Eastgate. Please consider that the faster the traffic goes, the further back that you need to start the funneling process into the appropriate lanes. These are divides leading to 65 MPH highways. You need to give people a lot of room to start this process. And the more time that you devote to this funneling, the safer it will be! 2. Eastbound moving toward the 215/95 interchange could and should be wrapped in expletives. Starting with the Gibson on ramp, where within a short term you will have to cut across two lanes at 65 MPH to get to the Lake Mead exit. I would also like to add that there is no indication (when getting on the 215 of how you would get to Lake Mead) If you were not familiar with the interchange, negotiating this would be creative at best, as there is not much time between the onramp and the end of the freeway. Second, because of the lack of signage early on the path to the 95 exchange are somewhat misleading and only cleared up after the point that this decision should have been acted upon. (i.e. By the time you know where you should be it is dangerous to get there) 	

	A	B	C	D	E	F	G
5						<p>Earlier signage and striping to start the funneling process would be a great help in making this entire process easier and much safer. And if we could eliminate some of the Gibson traffic trying to cross multiple lanes of traffic to get to Lake Mead while those in the far left lane are crossing multiple lanes trying to get to the 95 north, I think it would go a long way toward making this a safer interchange.</p> <p>3. The transition from the 215 east to the 95 south is perilous at best. I have driven this many time and it upsets me each and every time. You filter two lanes into one, then eliminate the one. This forces you into a lane that itself is about to be eliminated. There is no signage and you are thrust into a position of just eternally merging, searching for a lane that will be safe to drive in. I personally avoid this in heavy traffic because I don't think that it can be safely navigated. With the number of larger trucks coming down the 95, they are looking to merger left rather than watching out for cars on the right side of them. This not only needs better signage but serious thought as to how you can better accomplish this merger.</p> <p>4. I understand that this is not a popular choice, however the infrastructure and ease of use can not be denied. Just south of the Fiesta Casino there is a set of train tracks with a designated underpass. Currently it is used for the train and minimal foot traffic, however, it could be used as a road to and/or from the community on the west side of the 95 to Eastgate. This would go a long way toward making that dangerous Gibson onramp/offramp situation a memory. Even if this is only a one-way passage, connecting La Palmas Entrada Ave with Fiesta Henderson Blvd would not only alleviate a lot of the death defying stunts on the eastbound 215 but also take a lot off of the congestion due to people making these crossings.</p>	
6						<p>5. The exit from the 95 south to Lake Mead is twice as large and 6 times as long as the exit to the 215 ...even though it handles a fraction of the traffic and has 2 lanes that peel off of the 95. Wouldn't it make more sense to build your flyover from this two lane frontage road and allow the longer two lane road to soak up the excess traffic. Then build a single lane exit and connect it to the original Lake Mead underpass. After all, Lake Mead does not have as much traffic. As it is right now the exit for the 215 is short, small and creates more congestion because of the smaller exit. I understand that it was not your idea to make it like this in the first place, but it seems like this would be a much easier fix than the current configuration.</p> <p>6. In the grand scheme of things, we all know that a lot of the confusion is caused by people trying to follow social media and digital maps. But those maps are updated by companies that would love to have good directions. Wouldn't it behoove us all if you reached out to those companies and help them to update their maps. While you are at it, request that the directions for merging and exiting be extended to start further back as well. Or at the very least, add a digital forum that would allow these companies to get updated information whenever you make changes to routes. Your "Cone Zone" initiative could partner with these companies to improve public awareness and alleviate congestion without ever lifting a finger in manual labor.</p>	

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7						<p>7. Lastly, I know that you have multiple suggestions for ways to make the 215/95 interchange flow smoother. Can I suggest that we look into creating an exchange that makes sense to the lowest level of the population? If north is to the left, turn left to go north. If south is to the right, turn right to go south. If east is directly in front of you, then the center lanes go forward and go east. Right now, to go north you must merge to the southern lanes then stay in the northern most southern lane to go north. To go east you must be in the northern most lanes, but you don't know that until you are almost at the point of making that choice. The way that I am proposing would be simplistic and you could make a pictorial sign that depicts in simple terms the same thing. Paint in the outer most lanes the indications for where they will go. That way there is not mistaking things later.</p>	
8	4/3/2019	Yuill	William	Vegasyuills@centurylink.net	702.565.6851		[7/3, JC] Dear Mr. Yuill, thank you for your comment and sketch. Our project team will review and will consider as we develop potential improvements to the Interchange. We will have another public meeting later this year to present improvement ideas.
9	4/4/2019	McGrail	Kathleen				NO RESPONSE REQUESTED.
10	4/16/2019	Usatenko	Thomas	tomusatenko@aol.com	702.370.1105		[7/3, JC] Dear Mr. Usatenko. Thank you for your comments at the Henderson Interchange public meeting. We understand the community's concerns about access between Downtown Henderson/ Lake Mead and the areas around Gibson and will review ways to improve connectivity. We will hold another public meeting later in the year to present ideas.
11	6/20/2019	Stet	Robert	909 Graceful Moon Avenue Henderson, NV 89015			
12							

By starting the funneling process earlier, you can filter people into designated lanes smoothly without causing undue congestion. Where the signs are now you have generally 150 yards to merge traffic into a single lane as that lane is trying to increase its speed to 65 MPH. Those who are not in that lane already will merge, like it or not, at whatever speed they are currently at causing dangerous interactions. The backup this causes is already being felt. It has created a dangerous and congested issue that is felt as far back as Boulder Hwy.

This is where the signage is now.

This is the minimum of where the signage should be.

This is where I would love to see signage.



Lake Mead - Westbound

If I am going down the freeway at 65 miles per hour, which lane do I need to go to Lake Mead. According to this sign it looks like I should be in the left lanes to go North and the right lanes to go South.

So out of the 4 lanes (at this point) how would I know that the left two go to Lake Mead.



215 – Eastbound to 95

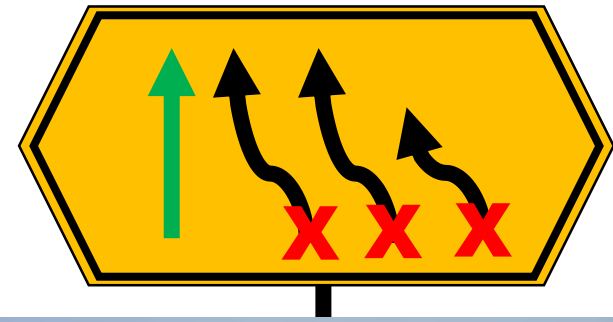


OK... Time to scramble. If you were going north, get over NOW! If you are going to Lake Mead, you now have an option. The split is 100 yards ahead so if you are in the wrong lane then you really need to be creative.

Shouldn't this sign be way back where the previous sign was? Or possibly one back there and some type of indicator prior to that? This would start funneling people early enough to transition easily.

This sign indicates 2 lanes merging. It should say:

- This lane ends
- And so does the other one.
- And the lane you are merging into... yeah, it ends too.
- And we probably should have told you this a while ago.
- Good Luck!



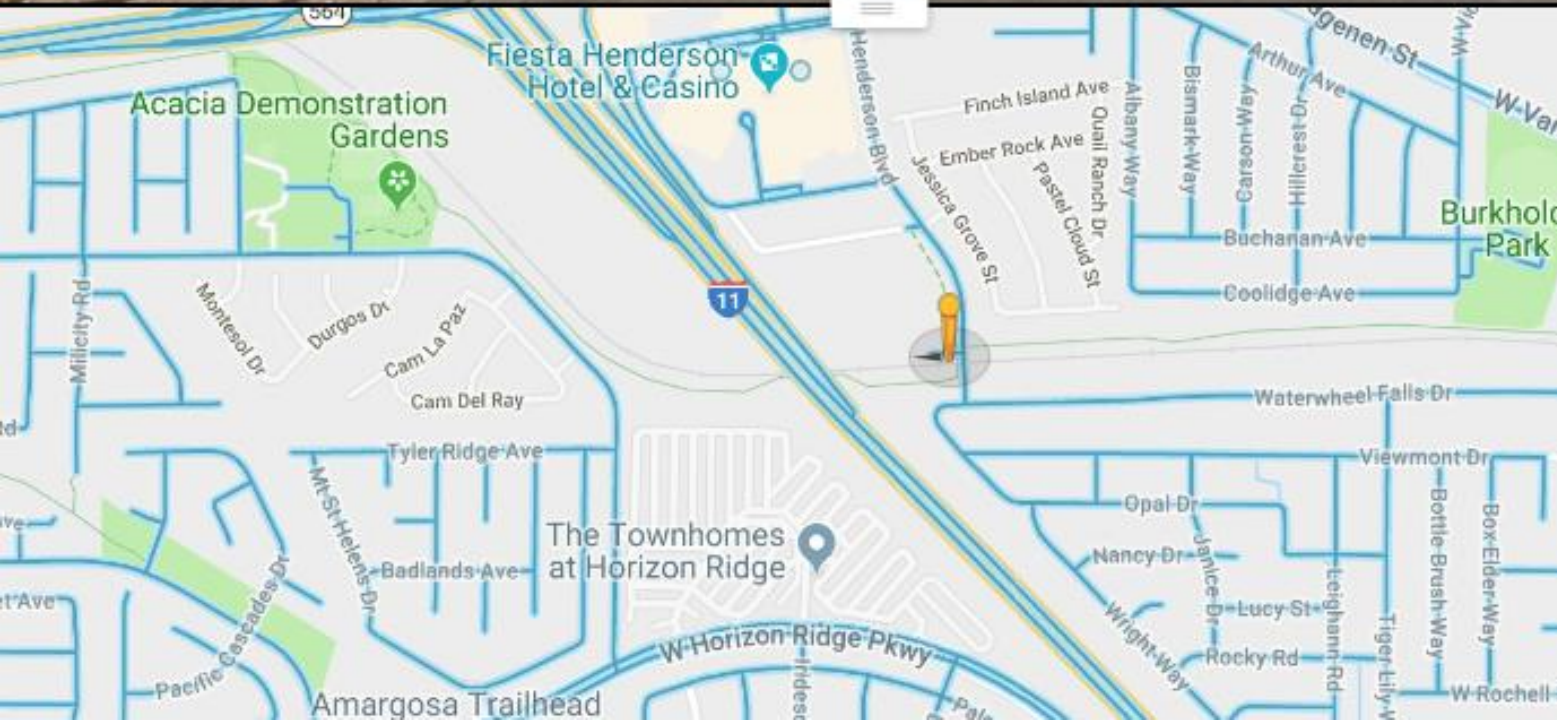
From 215 West to 95 South

Eastgate behind Fiesta Casino



I know that you are looking at ways to build side road in areas that you don't yet own the land or restructuring on ramps and off ramps. But I can see the other side right there! La Palmas Entrada Ave is RIGHT THERE... This would link both sides of the freeway, alleviating not only traffic but the need for insane rebuilds. And the path is right there.

Even if it was only a one way street going East, this would solve so many problems that people now have and together with Eastgate, it would ease the through traffic trying to merge across multiple lanes to get to Gibson.



And there is enough room to accommodate drivers and train tracks. The tracks may need to be moved over a bit, but that is a lot easier and cheaper than building extra roads and bypasses from the freeway.

Here is another example where the signage is a little late. I understand that the turn off is right here, which is another cause for contention, but the congestion for the interchange starts about half a mile back. From this point, you have people slowing traffic trying to merge into this single lane from the rest of the highway. This entrance should be larger, longer and have much more signage further back.

In the best case scenario you would incorporate the two lanes going to Lake Mead that started long before this, bridge your 215 entrance from there and allow the overflow of traffic onto a longer stretch that can handle it. Then use a smaller exit like this for Lake Mead, a smaller road that does not see as much traffic.



Actively working to update mapping data and social media will help commuters and patrons. It is often confusing when changes outpace the technology that is being used by the community. If your map tells you to turn right in a spot where a road used to be, you are often left wondering what to do in precarious position blocking traffic for others. This causes unnecessary congestion and confusion for everyone. Most mapping systems desire to be accurate and thus will allow editing or requests for editing. Being in an official capacity makes you unequivocally qualified to submit requests and updates of this nature.

It might even be a good idea to create back channels to these companies so that you can update things in the future whenever major changes are made. Proactive partnerships only serve to make things flow smoother at each step.

Digital Mapping Systems

Special Collections: Request a photo shoot

Google partners with organizations all over the world to publish Street View content of interesting places. These include:

- Natural wonders
- Historic landmarks
- University campuses
- National parks
- Monuments
- Sports venues
- Museums
- Airports and transit stations
- And more...

If you manage a property of geographic, touristic, historical or cultural (including pop culture) significance, you can ask our team to visit your location for a photo shoot. We'll work with you to determine the right type of camera equipment for your site (car, Trekker backpack, indoor trolley, snowmobile, etc.) and the best time to visit.

The content we collect can be seen on Google Maps, Street View, Search, and more. You can even add the Street View imagery to your website using our [Google Maps](#) and [Street View](#) APIs.

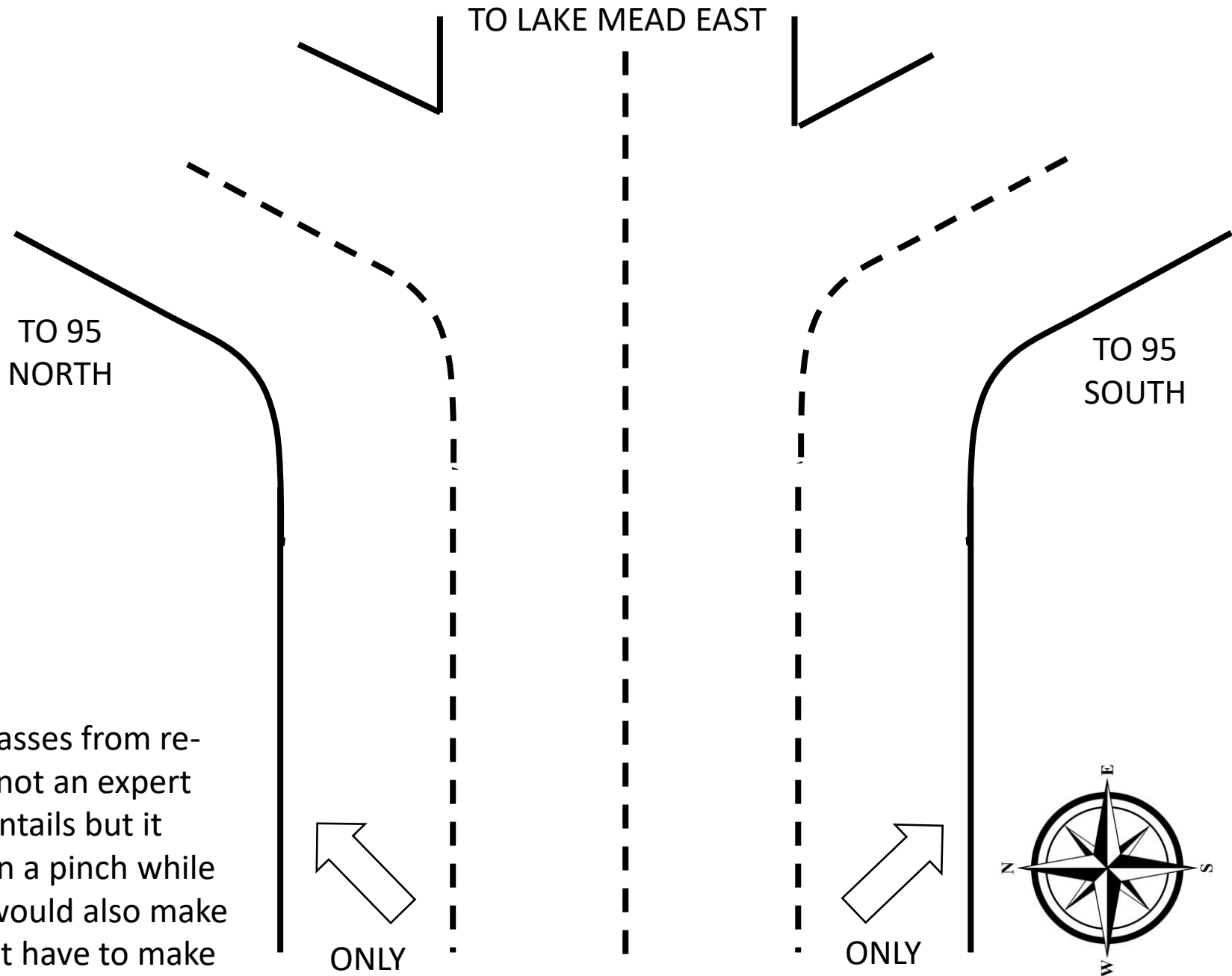
If you'd like to take advantage of this free service and be considered for a Special Collections partnership, fill out the form below. We'll contact you if we're able to visit your property.

NOTE: YOU MUST BE THE PROPERTY OWNER OR AN AUTHORIZED MANAGER OF THE LOCATION TO SUBMIT THE FORM.

Other things to note:

- This program isn't offered everywhere just yet. We're working to expand to more countries in the future.
- We aren't able to reply to everyone who expresses interest. If we're not able to approve your request or you don't want to wait, you can take 360 photos of your site with a 360 camera that connects wirelessly to the Street View app and contribute them directly to Google Maps.

[Fill out the form](#)



Rather than complicated flyovers and underpasses from re-routing, why not do something like this. I am not an expert so I don't want to speculate on what this all entails but it seems like it would be a lot easier to explain in a pinch while cruising 65 miles per hour down the road. It would also make your entire flyover a lot easier when you don't have to make several lane changes to merge right to go left onto the 95.

515-215 FEASIBILITY STUDY

I believe there a serious situation when coming eastbound at the termination of 215 and Lake Mead Drive Hwy 564 east.

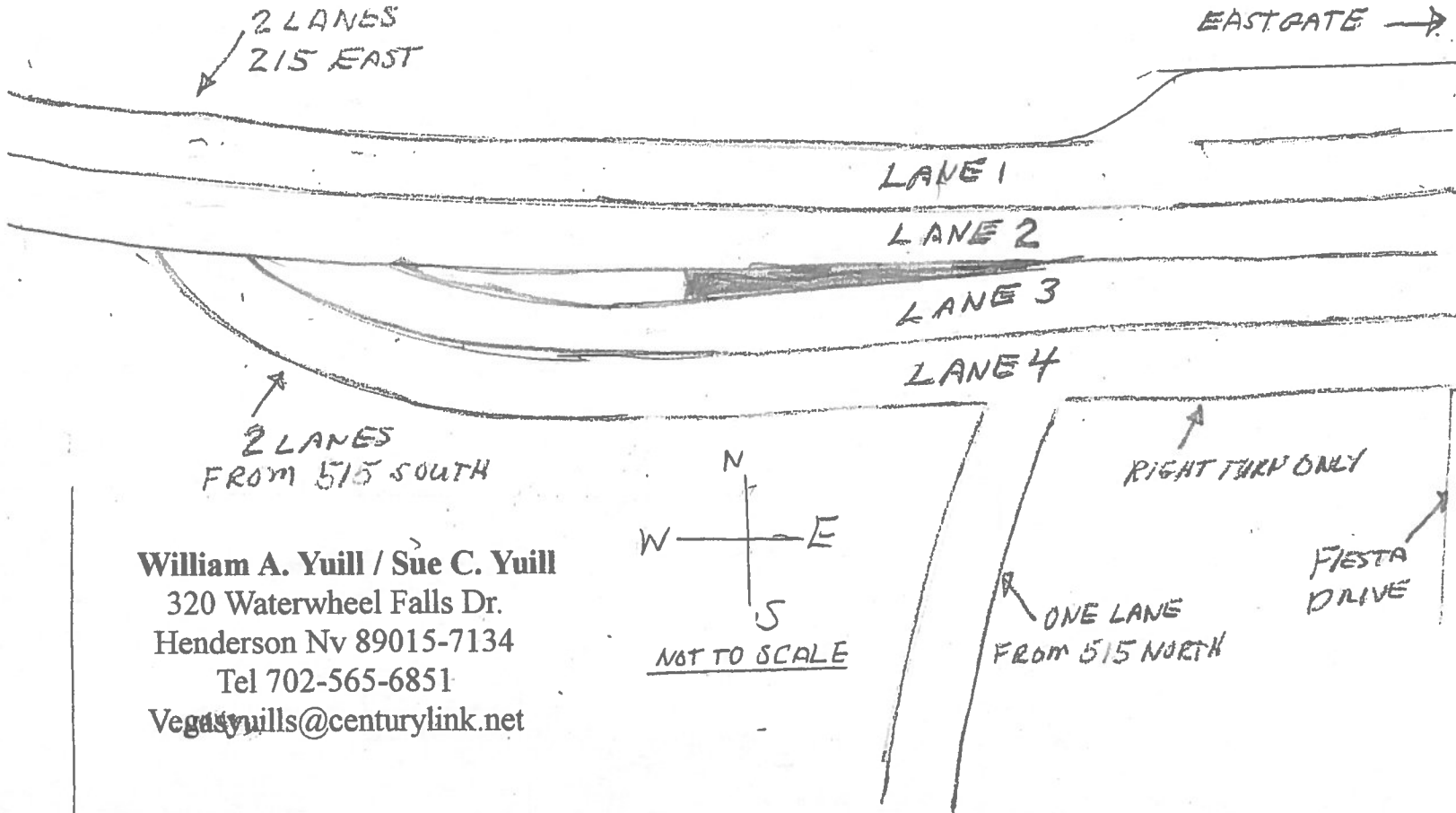
Traffic from off ramps 515 North and South, 215 and 215 East are all merging and changing lanes in an extremely short distance.

Map identifies lanes 1,2,3 as through lanes and lane 4 as right turn only.

Merging traffic from 515 North off ramp and 515 South off ramp both end in lane 4 "the right turn lane" and must move to the left lane in a distance shorter than 200 feet.

Those coming from 215 wanting to exit at Fiesta Casino, or those like many of us wanting travel home using Fiesta Drive, put ourselves at risk when we attempt to change from lane 2 to lane 4 while those other drivers are also merging left.

This condition is compounded by the excessive traffic backup caused by a red signal at Eastgate / Fiesta Drive.



William A. Yuill / Sue C. Yuill
320 Waterwheel Falls Dr.
Henderson Nv 89015-7134
Tel 702-565-6851
Vegasyuills@centurylink.net

2017 COMMENT FORM 2019

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: April 4, 2019

Name: Kathleen McGrail

Address: 67 Church St.

City: Henderson State: NJ ZIP Code: 89015-5331

Phone (Day): _____ Phone (Evening): _____

E-mail Address: _____

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: Moving on to the 215 from Lake Mead is a mess.

That problem was created by your resolution of the southbound 95 traffic problem/congestion. It does not seem that having 2 lanes merge into 1 will be any better.

On that traffic from Lake Mead to eastbound 215, there needs to be signage indicating that only the left lane can go on to the 215.

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

FORMA DE COMENTARIOS

Junta de Información Pública
I-11/I-515/I-215 Intercambio de Henderson
Marzo 27, 2019

▪ *Por Favor Escriba Claramente* ▪

Fecha: _____

Nombre: _____

Domicilio: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Número Telefónico (De Día): _____ Número Telefónico (De Noche): _____

Correo Electrónico: _____

¿Se demostró la información de una forma facil de entender? SI NO

¿Le gustaría que un representante se comuniqué con usted sobre su pregunta o comentario? SI NO

Comentarios/Preguntas: _____

Since you are talking about doubling traffic by 2040, I would think you should now be looking at adding lanes.

Comentarios serán aceptados hasta las 5 de la tarde Viernes, Abril 12, 2019

Por favor envíe comentarios al domicilio siguiente: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146

¡Gracias por su tiempo y interés en este proyecto!

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
I-11/I-515/I-215 Henderson Interchange
March 27, 2019

▪ Please Print Clearly ▪

Date: 4-16-19

Name: THOMAS USATENKO

Address: 417 W. BASIC RD.

City: HENDERSON State: NV ZIP Code: 89015

Phone (Day): 702-370-1105 Phone (Evening): 702-370-1105

E-mail Address: TOM.USATENKO@AOL.COM

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: NEXT TIME NUMBER YOUR POSSIBLE CONCEPTS.

NEXT TIME LET'S HAVE A TRUE OPEN MEETING PUBLIC DISCUSSION

TO AIDE TRANSPERENCY EVEN IF IT TAKES 4 OR 5 HOURS.

LONG TIME HENDERSON RESIDENTS ARE USED TO THE CITY HIDING

THINGS TO PURSUE THIER PERSONAL AGENDAS.

FOR NOW WE NEED TO REVERSE THE RE-STRIPING PROJECT

LONG TERM WE NEED TO HAVE FREEWAY TRAFFIC GOING

TO THE LEFT LANES AND SURFACE STREET TRAFFIC STAYING RIGHT

WE NEED TO HAVE ACCESS FROM LAKE MEAD TO GIBSON AND GIBSON

TO LAKE MEAD WITHOUT RISKING YOUR LIFE. WE NEED TO THINK

Comments will be accepted through 5 p.m. Friday, April 12, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Las Vegas, NV 89146

Thank you for your time and interest in this project

ABOUT LOCAL RESIDENTS BEFORE INTERSTATE COMMERCE

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

PLEASE REVIEW

HENDERSON, June 4th 2019

TOPIC: SUGGESTED LANE CHANGE TO IMPROVE TRAFFIC FLOW AND INCREASE SAFETY.

To whom it may concern, (I-11/515 in Henderson)

I TRAVEL THIS STRETCH OF INTERSTATE DAILY, AND HAVE COME TO REALIZE, THAT MY SUGGESTED "LANE CHANGE" WILL MAKE IT SAFER AND EASIER FOR THE TRAFFIC COMING FROM THE I-215 EAST, TO MERGE INTO THE I-11.

THE TRAFFIC FROM THE I-215 EAST IS OFTEN HEAVIER THAN THE TRAFFIC FROM I-11/515 SOUTH.

point # ① LANE ① SEEMS UNNECESSARY TO BE THERE, AFTER THE "MERGING LANE" FROM THE HWY. 564 ^{EAST} TRAFFIC ON-RAMP.

LANE ① SHOULD THEN GRADUALLY END, AND FORCE TRAFFIC TO MERGE INTO LANE ②. BETWEEN POINT A AND B ON MAP

* AND MAJORITY OF THE TIME, THERE ARE ONLY A FEW CARS, 2 OR 3, IN LANE ① ANYWAY. THOSE CARS DON'T NEED TO BE IN LANE ①. Plenty of space in LANE ② or ③

point ② THE CURRENT PROBLEM AS IS, IS THAT THE CARS IN LANE ① TRAVELING I-11/564 SOUTH, REMAIN TRAVELING IN LANE ① AND CAUSING A BACK-UP/DIFFICULTY FOR THE CARS COMING FROM I-215 SOUTH, TRYING TO MERGE INTO THE I-11.

WHICH EVENTUALLY CAUSES THE VERY FAR RIGHT LANE ON I-11 TO SLOW DOWN AND DANGEROUSLY BACK UP (as seen in video).

CONCRETE BARRIER WALL

EMERGENCY LANE

LANE ④

LANE ③

LANE ②

LANE ①

point B

point A

I-215 TRAFFIC ONLY

END OF LANE ①

MUST MERGE INTO LANE ②

END

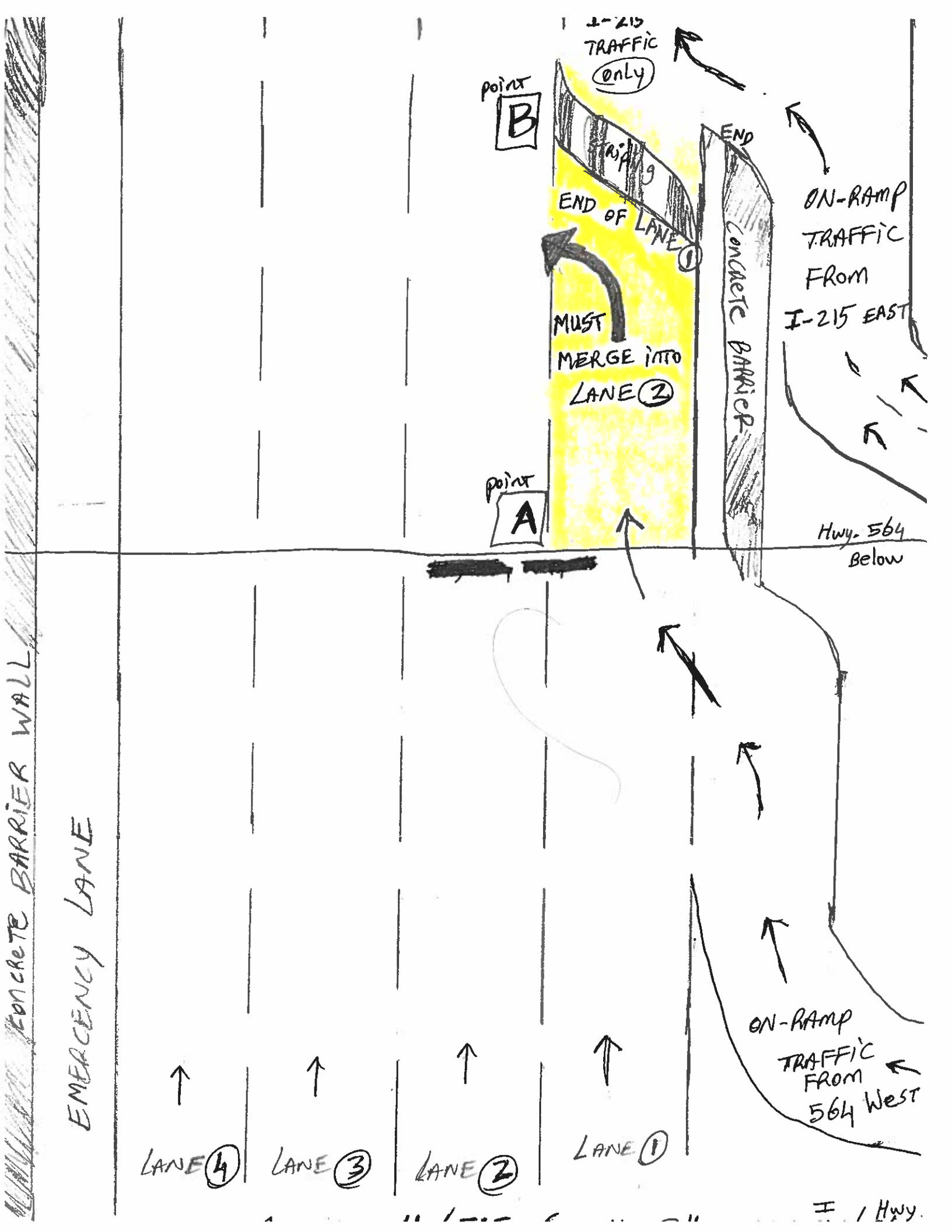
CONCRETE BARRIER

ON-RAMP TRAFFIC FROM I-215 EAST

Hwy. 564 Below

ON-RAMP TRAFFIC FROM 564 West

I / Hwy.





June 24, 2019

Mr. Robert Stet
909 Graceful Moon Ave
Henderson, NV 8915-2998

Dear Mr. Stet:

Thank you for your recent improvement suggestion and comment regarding the Henderson Interchange (I-515/I-215). CA Group is currently preparing a study to determine ways to improve interchange traffic flow. The configuration you presented will be considered as part of the study as a concept for review with other ideas developed by the study team.

Regards,

A handwritten signature in blue ink, appearing to read "James Caviola", is written over a horizontal line.

James Caviola, PE,
Project Manager

CC: Thomas Davy, P.E. – City Engineer – Henderson
David Bowers, P.E. – NDOT Project Manager

2785 South Rainbow Boulevard
Las Vegas, Nevada 89146-4008

702.685.5945 *phone*
702.685.5947 *fax*

www.c-agroup.com



**PUBLIC MEETING SUMMARY
HENDERSON INTERCHANGE
FEASIBILITY STUDY**



DECEMBER 5, 2019

CONTENTS

Project Overview

Meeting Logistics

Notifications

Website

Attendance

Materials

Sign-in Sheets

Handouts

Comments

Display Boards

Transcript



HENDERSON INTERCHANGE FEASIBILITY STUDY PUBLIC MEETING SUMMARY DECEMBER 5, 2019



PROJECT OVERVIEW

The Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands. The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), has taken the necessary steps to accelerate planning efforts so that the Henderson Interchange can begin the National Environmental Policy Act (NEPA) process in 2020.



Existing Henderson Interchange

Study Area

The study area limits are from Galleria Drive to Horizon Drive along I-515, and from Valle Verde Drive on I-215 to Van Wagenen Street on Lake Mead Parkway.



Study Area

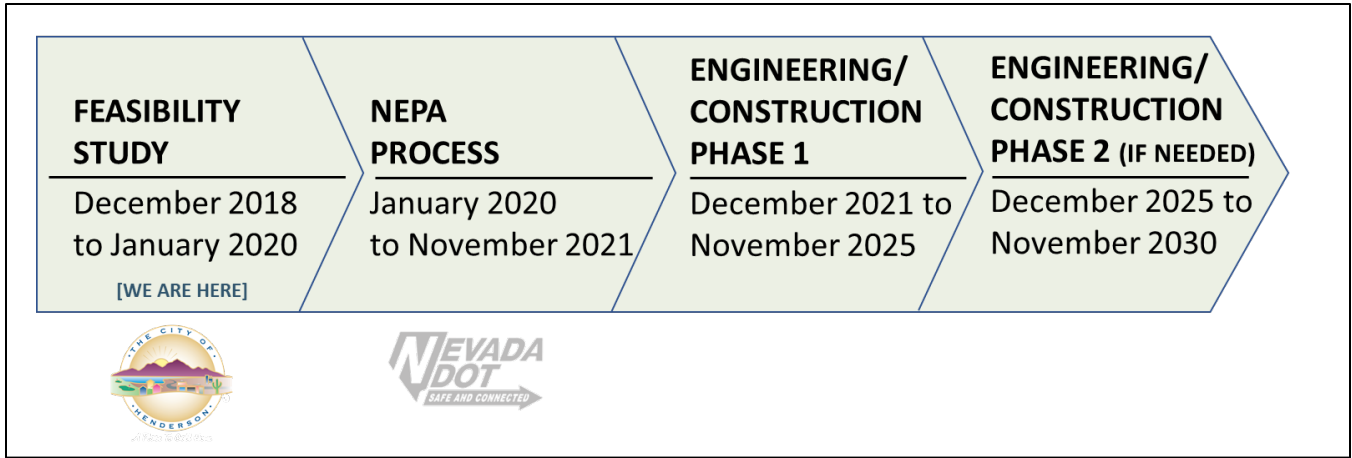
Project Benefits

The Henderson Interchange project goals are to improve safety, freeway operations, and regional mobility; improve air quality; and reduce congestion and travel delays.



Schedule

The graphic below shows the anticipated schedule.



Anticipated Schedule (Subject to Revision)

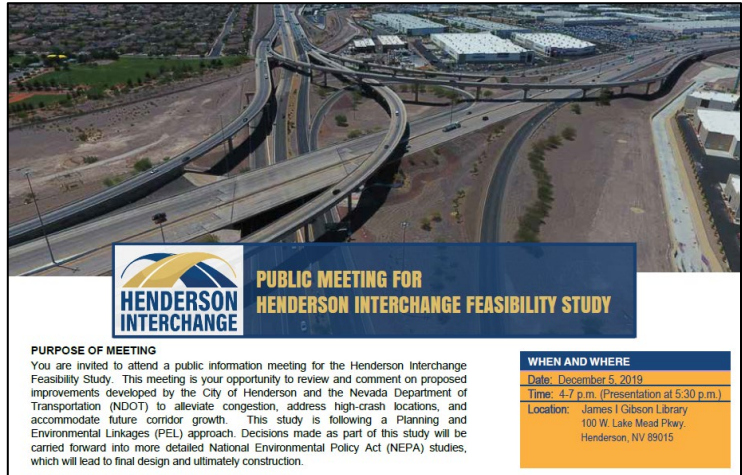
MEETING LOGISTICS

The public involvement (PI) team, in coordination with the City of Henderson’s project team, identified December 5, 2019, as an appropriate date for the public meeting. The City recommended the James I Gibson Library for the location. The team reserved the venue, and the meeting was arranged and held on December 5 from 4 p.m. to 7 p.m., with a project presentation at 5:30 p.m.


NOTIFICATIONS

The PI team coordinated and disseminated the following notifications to team members, stakeholders, and the public:

1. E-blasts to internal project team and agency distribution lists (NDOT and City of Henderson).
2. A mailer printed and distributed to approximately 18,000 homes/businesses via Every Door Direct Mail service.
3. Meeting notification posting on local agency websites and on NDOT’s public information web page.
4. Notices in the Las Vegas Review-Journal main news section on 11/20, 12/4, and 12/5; and a Spanish version of the notice in *El Tiempo* on November 27.
5. Press release and associate social media coverage.



Public Meeting Mailer

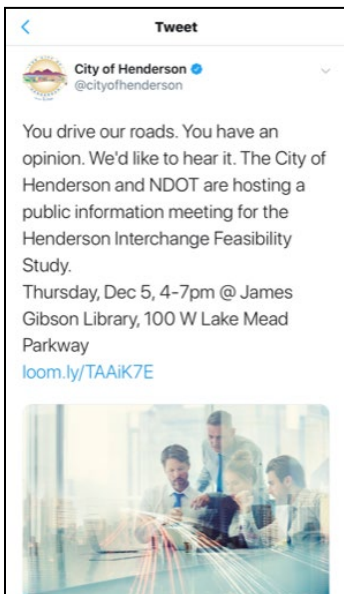


**TRANSPORTATION NOTICE
PUBLIC INFORMATION MEETING
FOR
HENDERSON INTERCHANGE FEASIBILITY STUDY**

PURPOSE OF MEETING: The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is hosting a public information meeting for the Henderson Interchange Feasibility Study. This meeting is an opportunity to review and comment on proposed improvements to alleviate congestion, address high-crash locations, and accommodate future corridor growth. This study is following a Planning and Environmental Linkages (PEL) approach. Decisions made as part of the study will be carried forward into more detailed National Environmental Policy Act (NEPA) studies, which will lead to final design and ultimately construction.

PROJECT BENEFITS: The Henderson Interchange project goals are to improve safety, freeway operations, and regional mobility. It will also improve air quality and reduce congestion and travel delays.

WHEN AND WHERE: Thursday, December 5, 2019, 4 – 7 p.m., **PRESENTATION AT 5:30 p.m.**
James I Gibson Library, 100 W. Lake Mead Parkway, Henderson, NV 89015




Tweet

City of Henderson @cityofhenderson

You drive our roads. You have an opinion. We'd like to hear it. The City of Henderson and NDOT are hosting a public information meeting for the Henderson Interchange Feasibility Study.

Thursday, Dec 5, 4-7pm @ James Gibson Library, 100 W Lake Mead Parkway

loom.ly/TAAiK7E



RTC Southern Nevada @RTCSNV

The @CityofHenderson, along with the @NevadaDot, is hosting a public info meeting on 12/5 to discuss the Henderson Interchange Feasibility Study. The meeting will take place from 4 to 7 pm at the Gibson Library, 100 W. Lake Mead Pkwy. ow.ly/2c9z30pYOep #SeeingOrangeNV



Public Meeting Notice and Social Media Coverage

WEBSITE

The PI team worked with NDOT to update the Henderson Interchange landing page on NDOT's website: www.hendersoninterchange.com. The site contains an updated schedule, project map, and presentation information from the December 5 meeting, in addition to other study resources and contact information. This site will serve as a seamless transition for when the project moves into the NEPA phase, managed by NDOT.

Public/Stakeholder Involvement

Public and stakeholder involvement are integral components of the planning and environmental processes. State, local, and federal agencies as well as property owners, residents, and business owners will be actively engaged in a public review process and provided opportunity for input and comment. Public/stakeholder involvement and outreach will continue throughout the environmental review, design, and construction phases.

Study Resources

The City of Henderson, in cooperation with NDOT, hosted a second public information meeting for the Henderson Interchange Feasibility Study. The meeting was held Thursday, December 5, 2019. To view the meeting materials, click the links below:

[Henderson Interchange Presentation Dec. 5, 2019](#)

[Henderson Interchange Handouts Dec. 5, 2019](#)

[Henderson Interchange Project Sheet](#)

The City of Henderson, in cooperation with NDOT, hosted a public information meeting to solicit input for the Henderson Interchange Feasibility Study. The meeting was held Wednesday, March 27, 2019. To view the presentation from the meeting, please click [here](#).

Project Website

ATTENDANCE

According to the sign-in sheets attached to this document, **113** people attended the meeting. The photos below are from the project presentation and the open-house session.



Presentation and Open House

MATERIALS

The team prepared a PowerPoint presentation, 36-inch by 48-inch display boards, and handouts for attendees. All of these materials are attached to this summary for reference. In addition to the standard presentation, a looping PowerPoint presentation ran during the open-house period, with information on the meeting's topics and how to participate.

December 5, 2019

Welcome:

Thank you for attending this informational meeting regarding the Henderson Interchange Feasibility Study. This meeting is an opportunity to review proposed improvements developed by the City of Henderson and the Nevada Department of Transportation (NDOT) to alleviate congestion, address high-crash locations, and accommodate future corridor growth. This study is following a Planning and Environmental Linkages (PEL) approach. Decisions made as part of this effort will be carried forward into more detailed National Environmental Policy Act (NEPA) studies, which will lead to final design and ultimately construction.

This meeting will be open-house format from 4 to 7 p.m., with a brief project presentation at 5:30 p.m. Before and after the presentation, you can view displays and individually discuss the interchange with project representatives.

During the meeting, you can provide input in several ways:

- During the open-house portion of the meeting, you may make an oral statement to the court reporter, who will be available throughout the entire meeting.
- You may fill out the comment form attached to this handout and deposit it in the comment box or give the completed form to one of the project representatives.
- The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the public transcript for this meeting if received by December 20, 2019 at this address:
James Caviola, CA Group
2785 S. Rainbow Boulevard, Suite 100
Las Vegas, NV 89145
- You may email your comments to james.caviola@cg-group.com. Please reference this project in the subject line. Email comments will be accepted until 5 p.m., Friday, December 20, 2019.

Thank you for attending this informational meeting and for your interest in this project.

Sincerely,

Thomas Davy, PE, City Engineer
City of Henderson

HENDERSON INTERCHANGE

BACKGROUND

The Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the Henderson Interchange. This study is following a Planning and Environmental Linkages (PEL) approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA) studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.

PROJECT GOALS

- Improve safety, freeway operations, and regional mobility
- Improve air quality
- Reduce congestion and travel delays

PROJECT COSTS

Project costs are to be determined. One of the initial steps in the feasibility study process is to develop alternative concepts for the project and estimate their costs. These concepts and estimates will be available in mid- to late-2019.

ANTICIPATED TIMEFRAME

Upon completion of the feasibility study process, NDOT will continue the project efforts including NEPA, final design, right-of-way acquisitions, and construction.

FEASIBILITY STUDY	NEPA PROCESS	ENGINEERING/ CONSTRUCTION PHASE 1	ENGINEERING/ CONSTRUCTION PHASE 2 (IF NEEDED)
December 2018 to January 2020	January 2020 to November 2021	December 2021 to November 2025	December 2025 to November 2030

*For more information on PEL: https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx
**For more information on NEPA: <https://www.epa.gov/nea>

Why is the Project Needed?

PURPOSE: Resolve existing roadway deficiencies

NEED:

- Outdated interchange (mid-1990s) with traffic exceeding original design-year volumes
- Additional interchange at Gibson, causing weaving conflicts
- Deficient 515/215 corridor operations

All information presented is preliminary and subject to revision

How We Got Here

- Public meeting (3/27)
- Alternatives workshop
- Screening report
- Public meeting (12/5) with alternatives

All information presented is preliminary and subject to revision

I-515/I-215 INTERCHANGE

Looking Northeast

Looking Southwest

Existing

Option 1

Option 2

All information presented is preliminary and subject to revision

Attendees had several ways to get involved, ask questions, and provide comments:

1. Before and after the PowerPoint presentation, project team personnel were available at the display boards to answer questions and provide technical information.
2. Attendees participated in a question/answer session after the project presentation.
3. At a designated station with project personnel, attendees viewed an interactive video animation and discussed traffic movements and interchange configurations for each option.
4. The comment forms, attached to this file and part of the handout package, allowed attendees to provide written comments.
5. The court reporter was available throughout the entire meeting to take official comments for the project record.
6. Attendees were provided the email, website, and mailing address contact information.

All official comments/questions and answers were compiled and will be available after the official comment period expires.



Screenshot from Interactive Video Animation

TRANSCRIPT

The full transcript from Litigation Services is attached to this PDF.



**Public Information Meeting
Henderson Interchange Feasibility Study
December 5, 2019, 4 – 7 p.m.**



James I Gibson Library, 100 West Lake Mead Parkway, Henderson, NV 89015

Please Sign In / Por Favor Registrars

Name / Nombre Representing / Organización	Address / Dirección City State Zip / Ciudad, Estado, Código Postal	Phone / Teléfono E-mail / Electrónico	How did you hear about this meeting? ¿Cómo se entero de esta reunión?
Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. H.A. Kueker	71 Casa Del Fuego Henderson NV 89012	7iron68@gmail.com	
2. Joseph Cervantes	785 PIAZZA TASSO ST HENDERSON 89015	(917) 774 2270 Joe.Cervantes785@gmail.com	
3. Steven James	666 Wind Cave Ct Henderson 89012	forpalk@gmail.com	mail
4. Jim Ferrence	1820 DAWN RIDGE AVE 89074	ferrence@cox.net	
5. LARRY CARROLL	67 REFLECTION CREEK DR, HENDERSON 89011	lcarroll@poggenmeyer.com	
6. Bret Peterson	271 Prudence Ct Henderson	702 435 5083	mail
7. Chris Sewardseid	121 E. Fairway Rd. Henderson		mail
8. Emily Robinson	989 Sierra Ridge St. Henderson, NV	EmilyJRobinson7415@gmail.com	family
9. Michael Williamson	466 National St. Henderson, NV 89015	(702) 564-7855 via Mess.	Mailer
10. Matt Watson	5414 Fairway Rd 89015		Mailer
11. MICHAEL KIDD	COH 240 WATER ST.	702-267-1307	
12. Herman A. Martinez	445 Apache Pl Henderson 89015	702-270-6190	
13. Lisa J. BRISCOE	442 LEIGHANN RD HEND.	702-321-2220	Mailer/News
14. Kyle Kubovchik Mary Parvathan	1401 N GVP, Suite 160, 140	702 966 9063	
15. WANNIE HAMILTON	"	"	
16. NJ SOSTRAN	CA Group	PM	
17. J. Caviolo	CA Group	PM	

NOTICE: THE INFORMATION YOU PROVIDE BECOMES A PUBLIC RECORD SUBJECT TO DISCLOSURE (NRS 239.0107)

AVISO: LA INFORMACIÓN QUE PROPORCIONE SE CONVIERTE EN UN REGISTRO PÚBLICO SUJETO A LA DIVULGACIÓN (NRS 239.0107)





**Public Information Meeting
Henderson Interchange Feasibility Study**
December 5, 2019, 4 – 7 p.m.



James I Gibson Library, 100 West Lake Mead Parkway, Henderson, NV 89015

Please Sign In / Por Favor Registrars

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. ARNOLD SCHWARTZ	80 S. GIBSON RD.	702 221 2244	
2. Andrea Engelman	CA Group	702 245 7692 andrea.engelman@c-a-group.com	Website
3. Jim Mischler	CA Group	310-893-4086	
4. Jim Ruzaleski	NDOT	(702) 303-3500	
5. Roger W...	NDOT	702-286-5163	
6. JARBO OLSON	HORROCKS	801-712-3584	
7. KATHY KRING	1011 SOJOURN CT, HEND	702-419-3630	POSTCARD -
8. Richard Robinson	CCPW		NDOT
9. Kathy Blaha	COH	702-247-2052	
10. CHRIS LUSON	314. SOUTH WATER ST - TSM	702-456-3006	PUBLIC NOTICE
11. Kassy Heikkinen	874 American Pacific Dr.	702-283-7965	
12. Steven Andrews	322 ATLANTIC AVE	702-401-0880	Libery
13. MICK AKERS	LURTS		
14. Chuck + Mary Bohlman	460 Leighann Rd.	702-565-9000	
15. Wayne Horlacher	1401 N. Green Valley Pkwy, Suite 160, Henderson	702-966-4063	
16. Ruth Lawrence	432 Viewmont Dr Henderson	702-235-7699	Post Card
17. Monica Flynn	808 Applecross Ave	702- 434 -340-5611	post card

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**Public Information Meeting
Henderson Interchange Feasibility Study
December 5, 2019, 4 – 7 p.m.**



James I Gibson Library, 100 West Lake Mead Parkway, Henderson, NV 89015

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Kyle Kubovchik, Horrocks Engineers	1401 N. Green Valley Parkway, Suite 160, Henderson, NV	702.374.7150; kylek@horrocks.com	News advertisement
1. Robert Wilson	399 Hoskins Ct, Henderson, NV	702.378.1078 cbwil3642@cox.net	flyer to house
2. Michael + Donna Brown	1076 Ambrey Springs Ave, Henderson, NV	509 378.1618 nichael.brownmsi@gmail.com	flyer
3. THOMAS USATENKO	417 W. BASIC RD	702-370-1105 TOMUSATENKO@AOL.COM	FLYER
4. William Risley	874 American Pacific	702-777-1809	
5. Don Taylor	1617 Con Cowboy Chapel PL 89012	702 338-8441	mail
6. Gordon Goolbsy	NDOT - AGO	702-730-3404	
7. Salley Sawyer	723 Pacific Cascades 89012	702 547 0984	postcard in mail
8. MAIQI HERTZOG	1047 ARMILLARIA ST 89017	702/564-6616	postcard
9. GEORGE BABAKITIS	262 CALLE PALACIO 89012	702/285-7775	
10. WINDOM KUNSEY	143 WENTWORTH DR 89074	702-456-3000	WKUNSEY@TSCA.COM
11. BOB MURNANE	2961 BARRETT SPRINGS AVE 89044	702-804-2050	BMURNANE@CCWENGINEERING.COM
12. William Sabow	72 El Rio Ct.	702-550-2497	post card
13.			
14.			
15.			
16.			
17.			

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AVISO: LA INFORMACIÓN QUE PROPORCIONE SE CONVIERTE EN UN REGISTRO PÚBLICO SUJETO A LA DIVULGACIÓN (NRS 239.0107)





PUBLIC INFORMATION MEETING HENDERSON INTERCHANGE FEASIBILITY STUDY

December 5, 2019
4 p.m. – 7 p.m. (Presentation at 5:30 p.m.)
James I Gibson Library
100 West Lake Mead Parkway, Henderson, NV 89015

City of Henderson
240 S. Water St.
Henderson, NV 89015



In cooperation with



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION



December 5, 2019

Welcome:

Thank you for attending this informational meeting regarding the Henderson Interchange Feasibility Study. This meeting is an opportunity to review proposed improvements developed by the City of Henderson and the Nevada Department of Transportation (NDOT) to alleviate congestion, address high-crash locations, and accommodate future corridor growth. This study is following a Planning and Environmental Linkages (PEL) approach. Decisions made as part of this effort will be carried forward into more detailed National Environmental Policy Act (NEPA) studies, which will lead to final design and ultimately construction.

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James Caviola, CA Group
2785 S. Rainbow Boulevard, Suite 100
Las Vegas, NV 89146

4. You may email your comments to james.caviola@c-agroup.com. Please reference this project in the subject line. Email comments will be accepted until 5 p.m., Friday, December 20, 2019.

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Sincerely,

Thomas Davy, PE, City Engineer
City of Henderson





HENDERSON INTERCHANGE



BACKGROUND

The Henderson Interchange was constructed in the mid 1990s when Clark County had a population of approximately 1 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands.

The City of Henderson, in cooperation with the Nevada Department of Transportation (NDOT), is conducting a feasibility study for the Henderson Interchange. This study is following a Planning and Environmental Linkages (PEL)* approach, which is intended to shorten the time required to take projects from planning to implementation. Decisions made as part of this study could be carried forward into more detailed National Environmental Policy Act (NEPA)** studies. The necessary steps have been taken to accelerate planning efforts so that the interchange can begin the NEPA process in 2020.



PROJECT GOALS

- Improve safety, freeway operations, and regional mobility
- Improve air quality
- Reduce congestion and travel delays

PROJECT COSTS

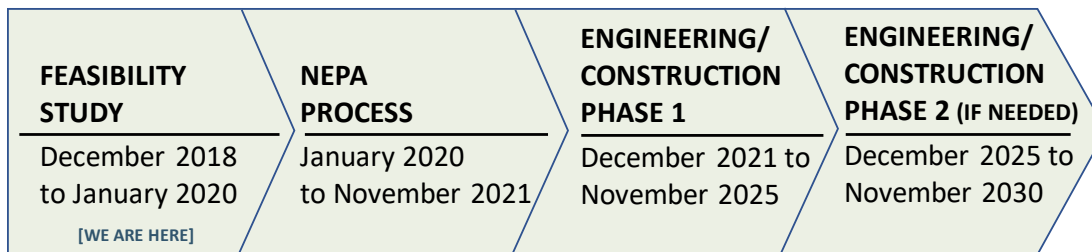
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alternative concepts for the project and estimate their costs. These concepts and estimates will be available in mid- to late-2019.



ANTICIPATED TIMEFRAME

Upon completion of the feasibility study process, NDOT will continue the project efforts including NEPA, final design, right-of-way acquisitions, and construction.



*For more information on PEL: https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx

**For more information on NEPA: <https://www.epa.gov/nepa>





Henderson Interchange Feasibility Study

Public Meeting
James I Gibson Library
December 5, 2019



What Can I Expect Tonight?

- Updated project information
- Project timeline
- Opportunity to submit comments
- Discussion with project staff

All information presented is preliminary and subject to revision

Project Information



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Project Timeline

FEASIBILITY STUDY

December 2018 to January 2020

[WE ARE HERE]

NEPA PROCESS

January 2020 to November 2021

ENGINEERING/ CONSTRUCTION PHASE 1

December 2021 to November 2025

ENGINEERING/ CONSTRUCTION PHASE 2 (IF NEEDED)

December 2025 to November 2030



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Why is the Project Needed?

PURPOSE: Resolve existing roadway deficiencies

NEED:

- Outdated interchange (mid-1990s) with traffic exceeding original design-year volumes
- Additional interchange at Gibson, causing weaving conflicts
- Deficient 515/215 corridor operations

All information presented is preliminary and subject to revision

Purpose and Need

PURPOSE: Provide transportation improvements to serve existing and future growth areas

NEED:

- Current congestion can contribute to crashes and travel delays.
- Capacity improvements are needed to meet projected traffic demand.

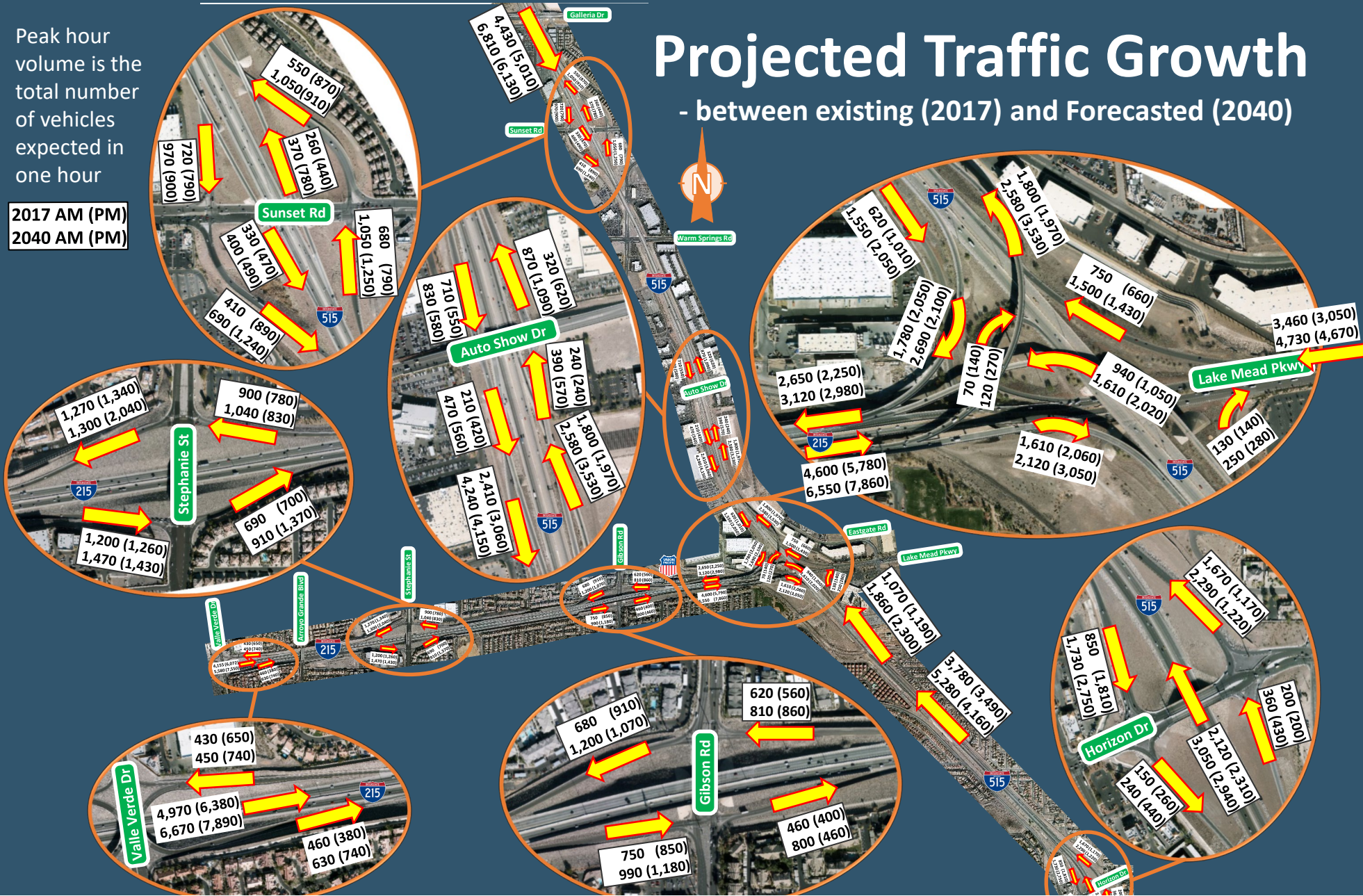
All information presented is preliminary and subject to revision

Peak hour volume is the total number of vehicles expected in one hour

2017 AM (PM)
2040 AM (PM)

Projected Traffic Growth

- between existing (2017) and Forecasted (2040)



All information presented is preliminary and subject to revision



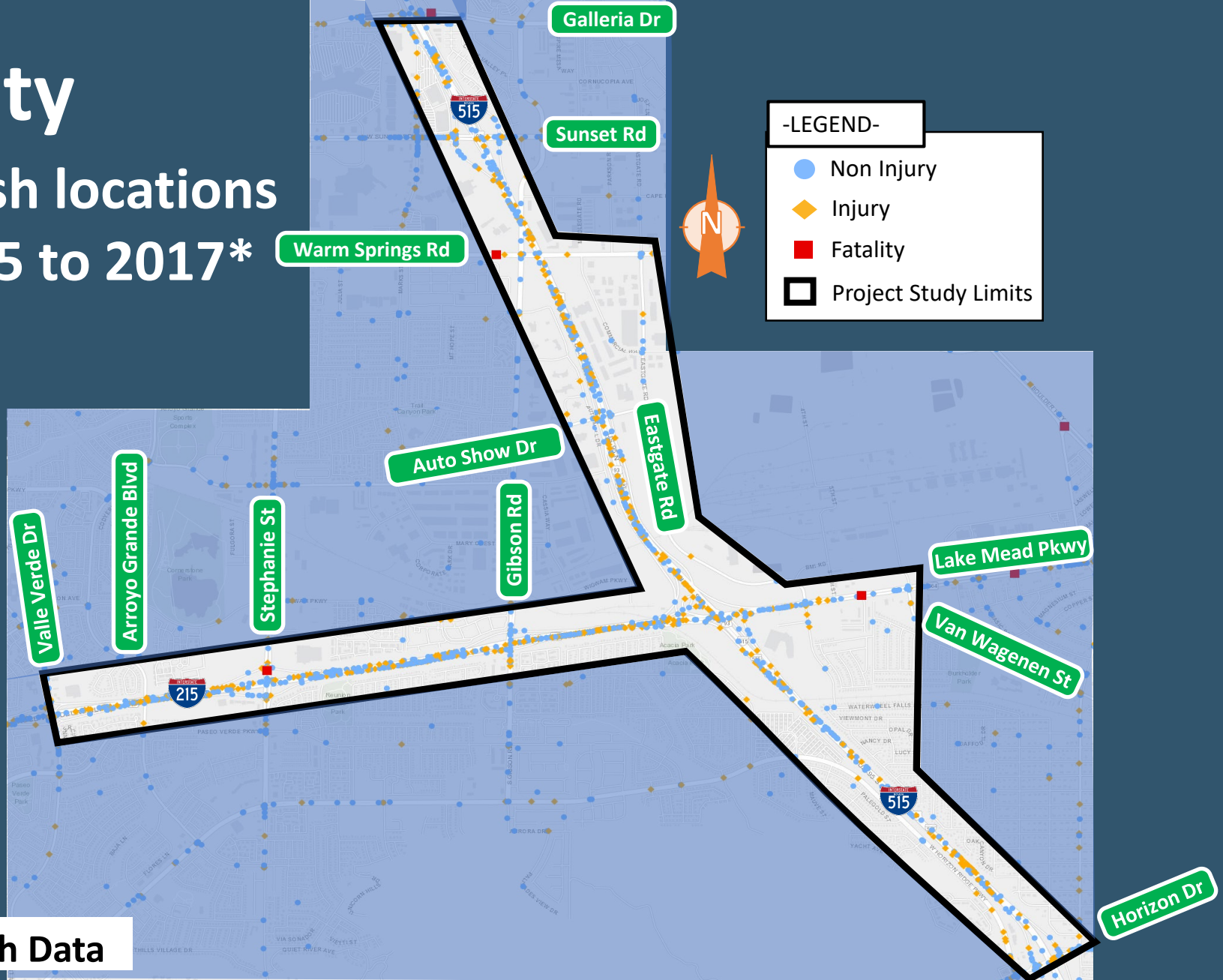
Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Safety

- Crash locations 2015 to 2017*



* NDOT Crash Data

All information presented is preliminary and subject to revision









Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Congested and Weaving Areas

-  Heavy Weave Location
-  Low-Speed Curve
-  Sight Distance Issue
-  Traffic Signal
-  Speed Advisory
-  Speed Advisory



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Purpose and Need

PURPOSE: Restore local traffic connectivity

NEED:

- Lake Mead Pkwy to I-215 westbound not permitted to exit at Gibson
- Southbound I-515 traffic from Auto Show Drive not permitted to exit to I-215 or Lake Mead Pkwy
- Restore second lane of westbound Lake Mead Pkwy to westbound I-215



All information presented is preliminary and subject to revision

Purpose and Need

PURPOSE: Respond to local and regional plans

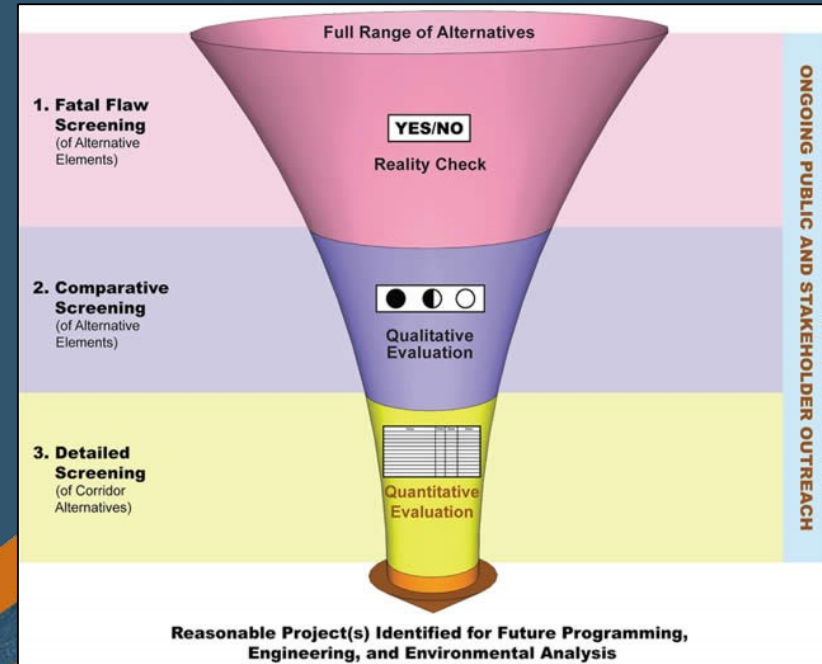
NEED:

- Consistent with RTC's Regional Transportation Plan
- Consistent with HOV master plan
- Consistent with NDOT's current I-11 Tiered EIS process


All information presented is preliminary and subject to revision

How We Got Here

- Public meeting (3/27)
- Alternatives workshop
- Screening report
- Public meeting (12/5) with alternatives



THE FOLLOWING EXTENDED COMMENTS REFERENCE ATTACHMENTS, WHICH FOLLOW

DATE	LAST NAME	FIRST NAME	EMAIL	PHONE	COMMENT	RESPONSE
4/1/2019	Gilmore	Chris	never2young2retire@gmail.com 	702.565.6851	I am sorry to get this to you so late, but I wanted to not only do research into the things that I am saying but get feedback from others within the community. Generally, what I found was a lot of support for the suggestions that I am putting forth as well as a lot of frustration toward both the City of Henderson and NDOT. Personally, I understand that the horror story behind trying to plan for an expanding population with already overtaxed infrastructure. Worse yet, I understand that what we need are solutions that will work within the budget so that then save enough money to eventually make permanent changes that make sense. I think that the positions that I point out, although bias and often opinionated, are necessary changes that fall well within the budget constraints for a temporary solution. I have kept in mind that the long-term goal is to alter the physical makeup of the entire interchange. But I also understand that the short-term goal is to make the interchange simple, easy and safe.	[4/3, JC] Mr. Gilmore, thank you for taking the time and making the effort to prepare the attached exhibits. I agree with much of what you said. We will review your comments in detail and will give them due consideration as we move forward with the feasibility study. In addition, I will pass on your comments regarding the restripe configuration and the signing for the recent restripe project to NDOT.
					1. The westbound route from Lake Mead to the 215/95 interchange is at best a little confusing. Yes, you could separate all of the lanes, force funneling much sooner and create lanes as far back as Van Wagnan. I think that this is extensive and unrealistic. I would, however, like to see signage as far back as 100 feet past Van Wagnan and start a filtration into specific lanes. I would like to see solid white lines leading to physical barriers with tall flashing lights indicating the choices that could be seen long before the physical barrier. I would love to see	

All information presented is preliminary and subject to revision

Transportation Options/Alternatives

VIDEO ANIMATION OF EXISTING, OPTION 1 & OPTION 2

Visit the video station to view videos of paths from various origins to destinations for either option

All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Ways to Provide Comments



Fill out a comment form included in your handout packet & place it in the comment box, or provide verbal comments tonight to the court reporter



Submit your comment form by mail:

Jim Caviola, PE, PTOE

CA Group

2785 S. Rainbow Blvd. Suite 100, Las Vegas, NV 89146



Send email to james.caviola@c-agroup.com with “Henderson Interchange” in the subject line

www.hendersoninterchange.com

Comments accepted until 5 p.m., December 20, 2019



Henderson Interchange Feasibility Study

Thank You!



COMMENT FORM

Public Information Meeting
Henderson Interchange Feasibility Study
December 5, 2019

▪ *Please Print Clearly* ▪

Date: _____

Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Phone (Day): _____ Phone (Evening): _____

E-mail Address: _____

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

Comment/Question: _____

Comments will be accepted through 5 p.m. Friday, December 20, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Suite 100, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

FORMA DE COMENTARIOS

Junta de Información Pública
Intercambio de Henderson
5 de diciembre de 2019

▪ *Por Favor Escriba Claramente* ▪

Fecha: _____

Nombre: _____

Domicilio: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Número Telefónico (De Día): _____ Número Telefónico (De Noche): _____

Correo Electrónico: _____

¿Se demostró la información de una forma facil de entender? SI NO

¿Le gustaría que un representante se comunique con usted sobre su pregunta o comentario? SI NO

Comentarios/Preguntas: _____

Comentarios serán aceptados hasta las 5 de la tarde Viernes, 20 de diciembre de 2019

Por favor envíe comentarios al domicilio siguiente:

James Caviola, CA Group 2785 S. Rainbow Boulevard, Suite 100 Las Vegas, NV 89146

¡Gracias por su tiempo y interés en este proyecto!

PROJECT TEAM USE ONLY:

Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

COMMENT FORM

Public Information Meeting
Henderson Interchange Feasibility Study
December 5, 2019

▪ Please Print Clearly ▪

Date: 12-5-19

Name: THOMAS USATENKO

Address: 417 W. BASIC RD.

City: HENDERSON State: NV. ZIP Code: 89015-7602

Phone (Day): 702-370-1105 Phone (Evening): SAME

E-mail Address: TOMUSATENKO@AOL.COM

Was the information presented easy to understand? YES NO

Would you like a representative to contact you concerning your question or comment? YES NO

IT'S NOT NECESSARY BUT YOU CAN

Comment/Question: FROM A LOGICAL STANDPOINT,
IN MY OPINION, OPTION 2 WOULD BE
PREFERABLE AS IT KEEPS FASTER TRAFFIC
ON THE LEFT AND SLOWER TRAFFIC ON THE
RIGHT AND SHOULD CUT DOWN ON SOME OF
THE JOCKEYING THAT GOES ON NOW.

Comments will be accepted through 5 p.m. Friday, December 20, 2019

Please mail to: James Caviola, CA Group
2785 S. Rainbow Boulevard, Suite 100, Las Vegas, NV 89146
Thank you for your time and interest in this project

PROJECT TEAM USE ONLY:

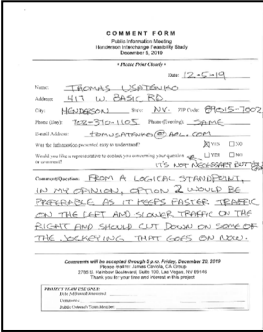
Date Addressed/Answered: _____

Comments: _____

Public Outreach Team Member: _____

HENDERSON INTERCHANGE COMMENTS VIA EMAIL, WEB, AND PUBLIC MEETING (NOTED IN COMMENT COLUMN)						
DATE	LAST NAME	FIRST NAME	EMAIL	PHONE	COMMENT	RESPONSE
11/21/2019	Romeo	Susan	susan.r.romeo@gmail.com		<p>Dear Mr. Caviola,</p> <p>I received the information in the mail today of the public meeting for the Henderson Interchange Feasibility Study scheduled for December 5, 2019 at the Gibson Library.</p> <p>Are the documents that are going to be presented available and accessible prior to the meeting? If so, would you please send me the link in advance as I have a medical condition that prohibits me from standing or sitting for extended periods of time.</p> <p>I thank you in advance,</p>	<p>[11-25, JC] Ms. Romeo, the website for the project is: www.hendersoninterchange.com</p> <p>The website contains various information on the project, including the presentation material from our first public meeting back in March, We will be updating the website with the December public meeting material once it is finalized on or about Dec 5th. Please do not hesitate to contact me if you have any questions on the website material or about the project.</p> <p>Regards, Jim Caviola</p>
11/23/2019	Dye	Mike	lucky2007767@yahoo.com		<p>Hello. I received a card for the public meeting information. Where do we go online to view displays of the projec?</p>	<p>[11-26, DB] Hello Mr. Dye: The website for the project is: www.hendersoninterchange.com</p> <p>The website contains various information on the project, including the presentation material from our first public meeting back in March. We will be updating the website with the December public meeting material once it is finalized on or about Dec 5th. Please do not hesitate to contact me or the consultant Project Manager on the project, Jim Caviola, if you have any questions on the website material or about the project.</p>

11/25/2019	Potrich	Marciana	marciana.toriani@gmail.com	<p>I live in the downtown Henderson zip code 89015 and I work close by the airport at Sunset Rd 89119. Sadly I need to deal with the annoying traffic on 215 daily. Being sincere, the changes on the 215 entrance from Lake Mead Pkwy turned things even worse. I check google maps every morning to choose the faster road and at very often I will take 515 and Sunset Rd because the 215 is packed and too slow.</p> <p>The 215 needs to start with 5 lanes and keeping 4 lanes for all the extension of the road. 515 southbound - 2 lanes 515 northbound - 1 lane Lake Mead Pkwy - 2 lanes</p> <p>Of course, I'd love to have a faster and reliable public transportation. I will keep dreaming of a ride in a light rail from Henderson to South Strip Transit Terminal. Kindest Regards</p>	<p>[11-25, JC] Ms. Toriana, thank you for your feedback. We are aware of the recurring traffic problems on Lake Mead and are working on solutions that will improve the situation. We will be presenting some of the solutions at the Dec 5th Public Meeting. You can also review the presentation on the below website after December 5th.</p> <p>Regards, Jim Caviola</p> <p>www.hendersoninterchange.com</p>
12/3/2019	Nicol	Sheree	spmtnic@gmail.com	<p>Good Evening, This suggestion is based on an observation of the intersection of Eastern & Sun City Anthem Drive. I was wondering what the possibility was of implementing a continuous right hand turn lane from Eastern onto SCA Drive. There could be permanent posts that would separate the two lanes of traffic heading west onto SCA Drive, allowing the flow to keep moving, especially during peak traffic hours. There is an enormous line heading south on Eastern, due to the majority of cars having to stop to make the right hand turn. There is scant traffic on the west-east flow on SCA through that intersection.</p> <p>Thank you for your time.</p>	<p>[12/3, JC] Ms. Nicol, The Henderson Interchange Feasibility Study is focused on the I-215/I-515 interchange, near the Fiesta Henderson Hotel & Casino area. Our study area does not include Eastern/SCA intersection. I will however forward your email to the City of Henderson Public Works Department for consideration.</p> <p>Thank you for your input.</p> <p>Regards, James Caviola</p>

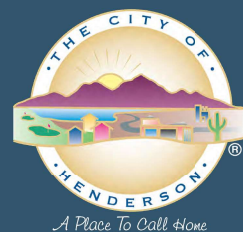
12/5/2019	Usatenko	Thomas	tomusatenko@aol.com	702.370.1105		RESPONSE NOT REQUESTED.
12/11/2019	Mulvihill	Carolyn	mulvihill.carolyn@epa.gov	415.947.3554	<p>Hi Kyle, Are there any written or electronic visuals for this project that you could send via email or mail so that EPA could review them and familiarize ourselves with the project? Thanks.</p>	<p>[12-11, KK] Hi Carolyn. CA Group is working on the draft feasibility study, supporting the City of Henderson and NDOT. I'm looping in the project management team, so they can provide an idea of when the document will be available. If you like, I can send you all the files from the Dec 5 public meeting. The files are large so I can send via our file transfer link today. In the meantime, the website has lots of info: www.hendersoninterchange.com</p> <p>I hope this helps. Thank you for your interest and happy holidays! [KK sent link for presentation and boards to Carolyn on 12-11]</p>
						<p>[12-11, JM] Carolyn,</p> <p>In addition to the website address that Kyle shared below, you can download the Alternatives Screening Report and a video showing existing conditions and two build options for the Henderson Interchange from the ftp link below. We are preparing a draft Feasibility Study for the project that we plan to submit next week to the City of Henderson. We anticipate that the study will be finalized in January after we receive comments on the draft and also close out the comment period on our recent public meeting.</p> <p>We anticipate moving forward on this project working with NDOT in the coming year on development of environmental clearance for the project. Please let us know if you have any questions. [link was included in email].</p>

WELCOME

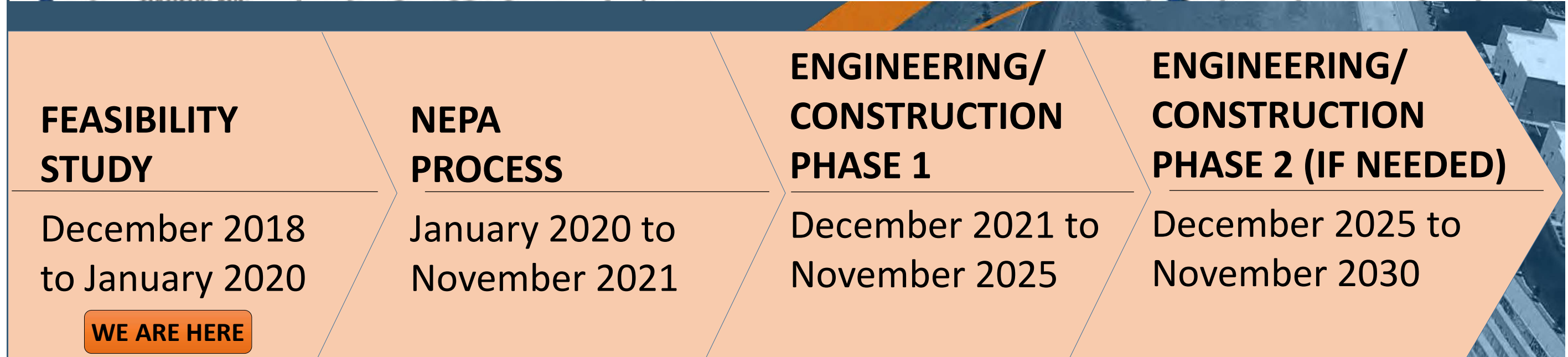
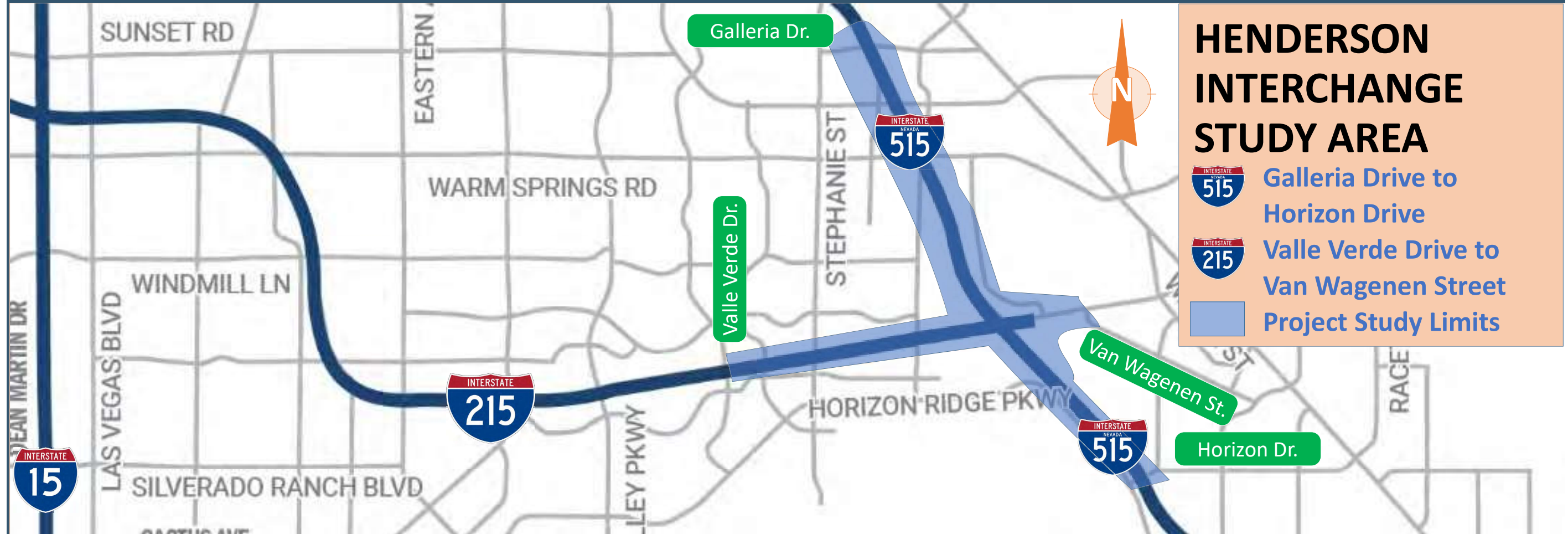


Henderson Interchange Feasibility Study

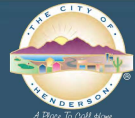
Public Meeting
James I Gibson Library
December 5, 2019



Proposed Project Information and Timeline



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



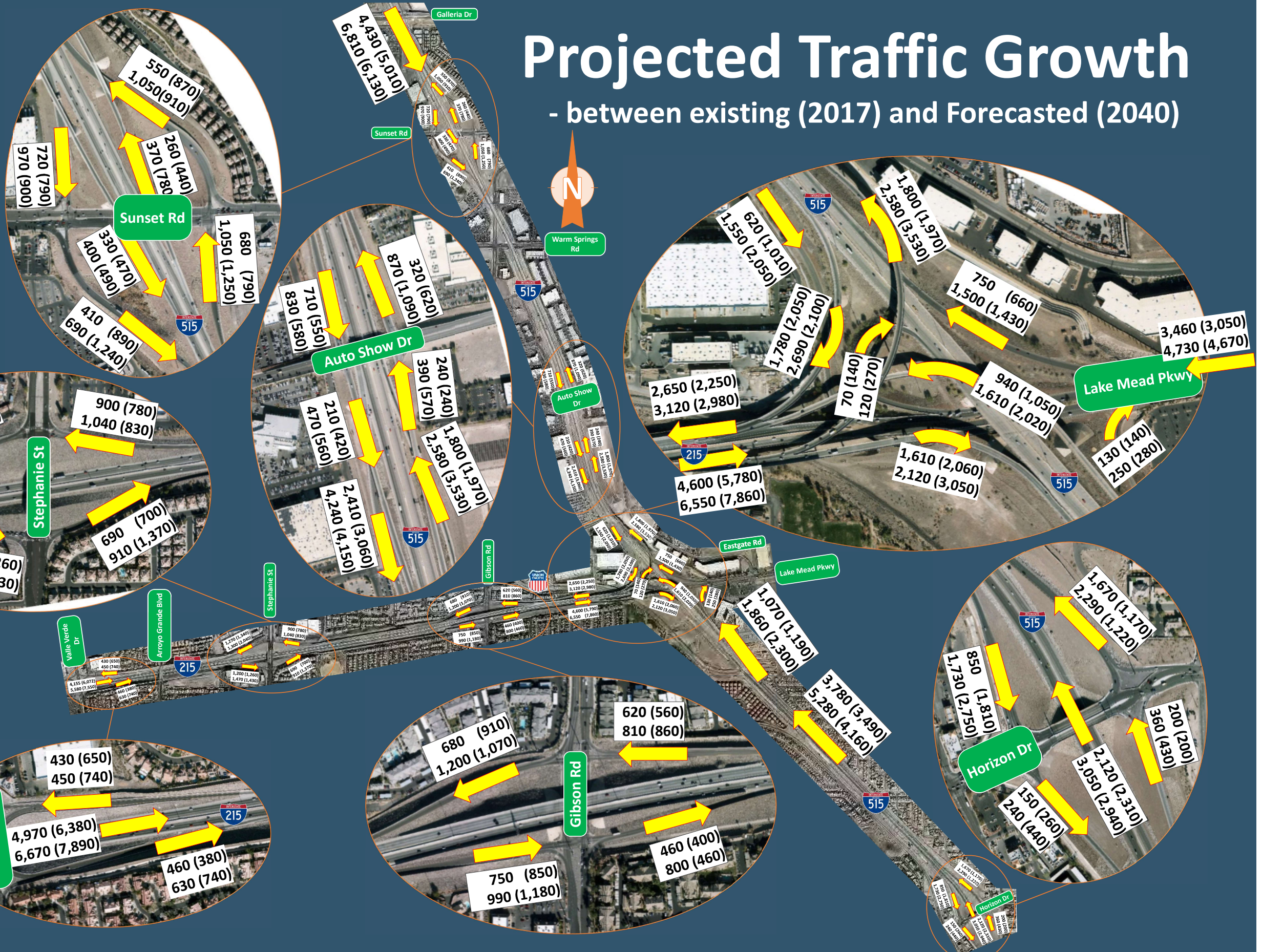
Henderson Interchange Feasibility Study

Projected Traffic Growth

- between existing (2017) and Forecasted (2040)

Peak hour volume is the total number of vehicles expected in one hour

2017 AM (PM)
2040 AM (PM)



All information presented is preliminary and subject to revision



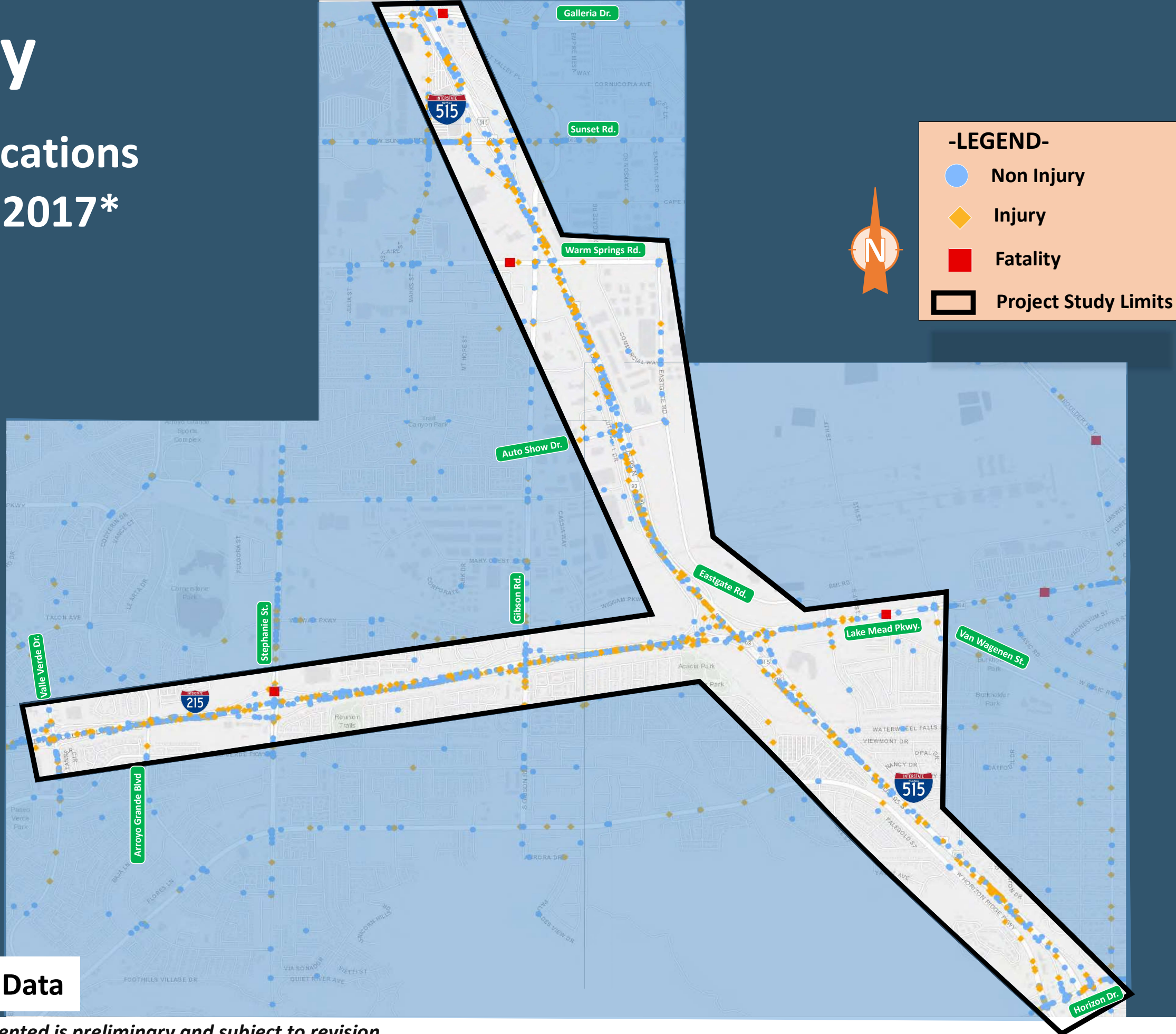
Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Safety

Crash locations 2015 to 2017*



* NDOT Crash Data

All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Congested and Weaving Areas



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

I-515/I-215 INTERCHANGE

Looking Northeast

Looking Southwest



Existing



Option 1



Option 2



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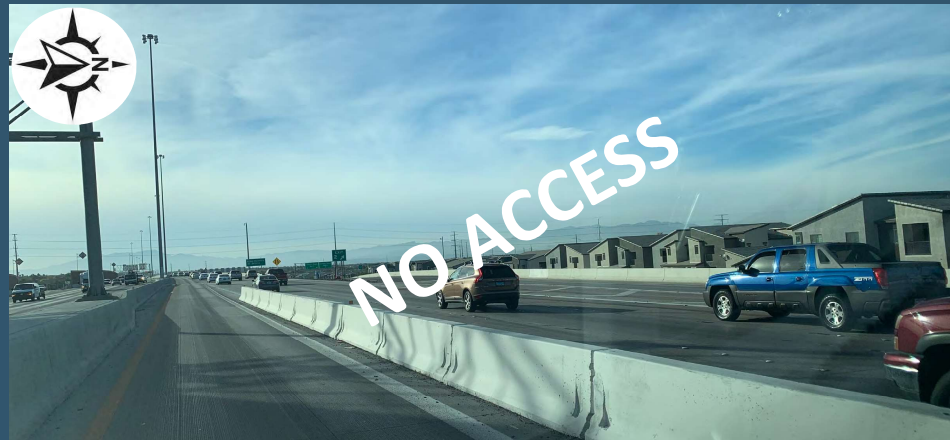
Public Meeting
12/5/19



Henderson Interchange Feasibility Study

LAKE MEAD PKWY & GIBSON RD CONNECTION

Lake Mead Pkwy. to Gibson Rd.



Existing

Gibson Rd. to Lake Mead Pkwy.



Option 1



Option 2



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

Eastgate Road Intersection



Existing



Option 1



Option 2

Auto Show Drive Interchange



All information presented is preliminary and subject to revision



Public Meeting
12/5/19



Henderson Interchange Feasibility Study

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PUBLIC INFORMATION MEETING
I-11/I-15/I-215 HENDERSON INTERCHANGE
FEASIBILITY STUDY

THURSDAY, DECEMBER 5, 2019
4:00 TO 7:00 P.M.
AT JAMES GIBSON LIBRARY
100 W. LAKE MEAD PARKWAY
HENDERSON, NEVADA

REPORTED BY: SHANYELLE KING, CCR No. 943

JOB NO.: 584530

1 LAS VEGAS, NEVADA, THURSDAY DECEMBER 5, 2019;

2 4:00 P.M.

3 * * *

4

5 (Public comment given directly to court
6 reporter before the presentation.)

7

8 MR. ED HALL: Ed Hall. My comment is leave
9 Van Wagenen Street alone. It's a beautiful five-lane
10 road the way it is. I don't want to see any more
11 stoplights on any intersections. I don't want any
12 concrete barriers -- any more concrete barriers. Leave
13 it alone.

14

15 (Start of presentation.)

16

17 MR. TOM DAVY: Good evening. Welcome. We're
18 excited to have you here and share with you the progress
19 that we've made on the Henderson Interchange. My name
20 is Tom Davy. I'm the City of Henderson City Engineer.
21 And in cooperation with the Nevada Department of
22 Transportation, the City of Henderson is working on a
23 feasibility study to do some improvements to the
24 Henderson Interchange.

25 Since the interchange was constructed back in

1 the '90s, I think everybody is well aware that the
2 population has grown immensely, traffic congestion
3 becomes more and more of a problem, so it's the goal of
4 this project to eliminate that congestion -- or reduce
5 that congestion, I don't know if we'll ever actually
6 eliminate it, and improve safety and freeway operations.

7 This is the second public meeting we're
8 having as part of this project. Our first public
9 meeting was held in March, and at that meeting,
10 attendees were able to give us their input on
11 suggestions as to what they thought were the problem
12 areas with the interchange, as well as any recommended
13 solutions they may have had. We have since then taken
14 that input, as well as worked with our design
15 consultant, CA Group, and had a two-day design seminar
16 to weed through all of the potential fixes for the
17 interchange. And through that process, we've arrived at
18 two scenarios that we're going to move forward.

19 CA Group, like I said -- Jim Caviola is here
20 tonight to also present on this project. What we're not
21 here to present on the restriping or the recently
22 completed -- the restriping of Lake Mead Parkway as you
23 enter 215, or the Lake Mead rehabilitation project that
24 has just been completed. If you have questions, or need
25 more information on them, we have NDOT representatives

1 here that are able to answer your questions if you have
2 some. So if you could hold your questions until the
3 presentation is complete.

4 I think most everybody has seen the -- what
5 we have out in the way of presentation boards, as well
6 as the video simulation of the two alternatives, which
7 is really -- you know, when you look through it, it's
8 exciting, you know. There's a fix that has been
9 identified. There's two alternatives that will move
10 forward into what's referred to as the NEPA process.
11 Jim will get more involved in that. NDOT will be taking
12 the baton, so to speak, from the City in January, and
13 they'll be moving the project forward in that regard.

14 Thank you again for coming and showing
15 interest in this project. And with that, I'll give it
16 over to Jim Caviola.

17 MR. JIM CAVIOLA: Thank you, Tom. So what
18 can you expect tonight? As Tom mentioned, I'm going to
19 update you on the project information, what we've been
20 doing for the past year or so, talk about the timeline.
21 I know that is important to a lot of people, about how
22 quickly we can actually get out there and build some
23 improvements for the citizens, and you will have an
24 opportunity to submit comments in many different forms.
25 We'll cover that at the end. And then, the discussion

1 with the project staff, we'll have people around at the
2 work stations outside with the boards and interactive
3 model.

4 So before we get started, though, just as a
5 show of hands -- we had a public meeting back in March.
6 How many people were able to participate and come to
7 that? So we have a couple of people. So thank you for
8 being part of this process, because that was important
9 to us.

10 This is the location of the study area, in
11 part, in orange. So basically we're looking at the
12 interchange, the 215 and the 515, and then about
13 two miles up the 515 and down the 515, and to the west
14 on the 215, and Van Wagenen to the east, but really
15 we're focusing on how to better accommodate traffic in
16 the core system interchange and the abutting service
17 interchanges.

18 This is our timeline. We started this about
19 a year ago, and we're going to wrap this up here in
20 January. This is the feasibility study phase, that's
21 the first arrow in the sequence of arrows on the
22 timeline. And then after that, as Tom mentioned, we
23 have the NEPA process, and NEPA stands for National
24 Environmental Policy Act.

25 So because this is on the interstate, it

1 needs federal government approval for anything that we
2 do to improve the interstate facilities. And the NEPA
3 process is, basically, you want to determine the impacts
4 of your project on the natural and man-made environment.

5 So we look at a lot of different things in
6 the NEPA process, things -- you know, natural
7 environment, species of animals or plants -- this is
8 pretty urban, so that's not really the case, but also
9 the man-made environment, the community, the parks in
10 the area, the impact on residences, the change in
11 traffic patterns. So that's all going to be part of the
12 next phase, the NEPA process, this federal approval
13 process that we're required to go through. It's very
14 detailed, and it often takes longer than one would hope,
15 but it's about a two-year process.

16 Then after that, we can go and move to
17 construction. This is a significant project. If you've
18 seen the video simulation or some of the boards, it's a
19 lot of things to basically place the entire system
20 interchange into a confined space. So it's going to
21 take a little bit of time, it's going to cost a good
22 deal of money. This project is in the realm of a 250 to
23 \$300 million investment in the community.

24 We're not sure exactly, you know, how we're
25 going to phase this, are we going to be able to do it

1 all at once, which would be the hope. But if not, if
2 funding constrains us, or some other thing might
3 constrain us, we might do it in many phases over the
4 course of -- in that case, it would take a little
5 longer. But the hope is to do it all -- and just get in
6 there, do it, do it right, and then get out and have a
7 nice facility for people that traverse through this area
8 as commuters in and around this area.

9 So why are we doing this project? And since
10 you're here, obviously, you probably already know the
11 answer to it that. There's a lot of congestion in the
12 project area. The project was built, you know, over 20
13 years ago, and was great for a long time. You know, so
14 much has happened in Henderson in that 20 years in the
15 community, so now we have to basically come back and
16 kind of expand this and improve it for not only now but
17 for the future.

18 We know the Gibson Interchange, which is very
19 close to the system interchange, causes some problems
20 because cars get on and off of Gibson and they have to
21 weave over. Weaving means you have to go from this
22 lane, to this lane, to this lane. And traffic is going
23 and in your way, and often it causes congestion, and
24 sometimes accidents -- crashes, so we definitely want to
25 address that. So that's the need for the project.

1 And, again, we're not just talking about the
2 problems we see today; so we're looking at, you know, 20
3 more years in the future, 2040 time frame.

4 So if you saw, there's a big board out there
5 with these figures of traffic, and in the little white
6 boxes, those are current -- or 2017 traffic, and then
7 estimated 2040 traffic for both the morning and the
8 afternoon rush hours. And if you look out there, some
9 of those are changing or increasing by 50 percent or
10 more. So if we have a particular movement of 10,000
11 vehicles now, 2040, that's going to be 15,000.

12 So if we have problems today, just think
13 about how bad it's going to be in the future. And so
14 that's why we need to get in now and to get going on
15 this, because in the future, it will be much worse.

16 Also, safety. We have the safety exhibit --
17 and we just put this out. There's a lot of dots on this
18 exhibit, and that just means that this area has more
19 crashes than the system interchange and abutting service
20 interchanges should, so that focuses us to know that
21 there's some safety issues that need to be addressed.

22 One other thing is the color on the little
23 dots is mostly blue, and some are the golden -- or I
24 guess kind of gold and orange diamonds. You don't see
25 to mean red squares, which are fatalities. That tells

1 us things. That tells us that there's probably a lot of
2 congestion here and traffic is basically very slow,
3 because when you're stuck in a traffic jam and you have
4 an accident, it's usually not a fatality because you're
5 just not traveling fast enough to cause that degree of
6 harm. So we know that is a problem all along these
7 areas in this corridor.

8 Some of it is just because of how the
9 geometry of the roadways are. It's kind of an acute
10 angle on the 515 and 215. Those red lines there are
11 slower speed curves. So when you have a straightaway,
12 and people are traveling 70, 75, and they have to come
13 into a curve, and they have to get down to 45 or 50,
14 that causes problems. That causes congestion, a lot of
15 times rear-end crashes.

16 If you're on the big flyover, and you see the
17 tire marks two-foot high on the barrier rail, and you go
18 how did a tire get up that high, it's because they take
19 that curve too fast and they drive up on the barrier
20 rail, and that causes problems. So we're looking at
21 that, and we're trying to alleviate some of that.

22 And the orange is that weaving area that
23 we're focusing on because of the proximity of the
24 service interchange. And the service interchange is
25 when you have one with a local street like Gibson or

1 Stephanie or Auto Show, and then the system interchange
2 is when you have two freeways coming together. So when
3 you have a service interchange close to the system
4 interchange, you have a lot of weaving problems. That's
5 not unusual, that's something we have to address.

6 Another need for the project is to restore
7 local connectivity. NDOT -- as Tom said, we're not here
8 to talk about what NDOT has done in the past, but
9 through that restriping project, they changed some of
10 the ability to get from point A to point B. So we're
11 here to look at restoring that so we can provide more
12 access, more connectivity in the interchange area. So
13 pretty much if you get on at any of the interchanges,
14 you'll be able to get off at other interchanges
15 conveniently. Sometimes we can't fully replace that,
16 and we can talk about -- when you go outside, we can
17 discuss those things in detail.

18 And then, also, part of the purpose is be
19 consistent with the regional plan. So the Regional
20 Transportation Commission has a 20-year plan for the
21 entire valley, and we are consistent with that. This is
22 just one piece of that puzzle. NDOT has developed a HOV
23 or high-occupancy vehicle plan for the valley. They
24 have implemented that on the I-15. You have to have
25 more than one person in your car. And they also have --

1 part of the plan is the 215 and the 515 having HOV in
2 the future.

3 So as we develop our improvement options, we
4 have to make sure we're not causing problems with the
5 future development of that plan. HOV is not part of
6 what we're proposing, but what we proposed has to be
7 consistent with that so that in the future, if they do
8 desire to do that, they can do that without having to
9 tear down everything we just built.

10 And then, I don't know if people have heard
11 about the I-11 project. So Phoenix and Las Vegas are
12 the two largest cities in the United States that are not
13 connected by an interstate, and so there's a desire to
14 do that. So Arizona is doing a nice plan for their
15 Interstate 11, and NDOT is doing their plan. These
16 plans take a long time, many, many years, but we want to
17 make sure that we're kind of consistent with that in the
18 event that I-11 comes through this area. None of that
19 has been determined yet, it's all forward looking, but
20 yeah, we're cognizant of that as we develop our
21 improvements.

22 So how did we get here to this meeting today?
23 So some of you came back in March, and we had a public
24 meeting. But we started out, like I said, a year ago,
25 and we educated ourselves on the problem in the area.

1 We counted traffic to see how many cars are out there.

2 We dug up information on safety, and we looked at the
3 old plans that built the original interchange, and the
4 team educated itself about the issues, and part of that
5 education process is to reach out to the community.

6 So we had a public meeting down at what's now
7 a demolished convention center, soon to be a hockey
8 arena. And we had a lot of participation, we had a lot
9 of people come in with some great ideas. And we took
10 all that in, that's part of our education process, and
11 we were serious about gaining knowledge on that. And
12 some of the folks had detailed sketches they provided to
13 us. They pointed out problems areas and say -- we
14 didn't ask you to come up with solutions, but pointed
15 out problems areas and some came with solutions. All
16 that was assembled and incorporated into our process.

17 Then, as Tom also mentioned, after that, we
18 met in a group for a few days with a project team of
19 NDOT experts, City experts, a consultant team that they
20 hired, to develop a range of ideas for improvements with
21 all the various components of the system interchange of
22 our project area. I think we had 37-plus separate ideas
23 that we documented. And then we went through kind of a
24 paring down and screening process, that's the top yes or
25 no.

1 Will those solutions meet the purpose and
2 need that we were trying to accommodate, if not, then
3 they were discarded. So we kind of weeded out, slowly,
4 some of your ideas that didn't really meet our purpose
5 or didn't really make a whole lot of sense, and we went
6 back and looked at them.

7 Then we went through a second level, and we
8 kind of said, oh, these are good ideas, and we have two
9 good ideas that accomplish the same goal, but one is
10 obviously better than the other; it's maybe less
11 expensive, less impactful. So there's no point in
12 having both of those, so we just discarded the one that
13 is more impactful, more expensive, and accomplished the
14 same goal. So we had all that next step, kind of a
15 subjective analysis. And then we assembled the
16 remaining ideas into a package of three different
17 alternatives to improve the system interchange and the
18 stretches of highway that were depicted in the project
19 limits graphic.

20 And then, for that, we did a very detailed
21 objective traffic analysis. We developed a predictive
22 model that we calibrated to the future, and then we put
23 in our ideas into that model to see how they would work
24 in the year 2040, would they accommodate the traffic
25 that was predicted for that time frame. And through

1 that process, we kind of pared down from three
2 alternatives, we refined them a little bit, and now we
3 have what we call two options that we're here to present
4 to the public, get your feedback, get your opinion if
5 we're heading in the right direction.

6 So I'm going show a little helicopter
7 animation of what's existing today and the two options,
8 if I can get this to work properly.

9 (Video playing.)

10 So this is the interchange has it exists
11 today. And, again, we're just kind of flying around it.
12 You can see the park right here. This would be the
13 Fiesta Henderson down here, and the big flyover ramps,
14 and that's what it looks like today.

15 So option 1 is very similar to that
16 configuration. It's a directional ramp concept, those
17 big flyovers, but it's just more robust. You can see
18 now we have three lanes on the big flyover ramp that
19 goes from the 215 to the 515 North. We have two lanes
20 coming through from Boulder City, up and down, and then
21 over to 215 West. So it's very similar. Further down
22 you'll see at Gibson, you can't really see it from this
23 angle, that we reestablished the connections to Gibson
24 by using what we call braided ramps. So rather than
25 weaving across traffic, you go up and over traffic.

1 And this is option 2, and option 2 is what we
2 call that a crossover-type interchange. This is fairly
3 unique. It does have a lot of benefits. It looks a
4 little bit funky. And you can go to our interactive
5 workstation and kind of get a better handle on the
6 various movements, how they go from point A to point B.
7 And Jack Sjostrom, who will walk you through that --
8 and, again, it's very, very good. It expands out, even,
9 and shows you how to get to and from Gibson, Auto Show,
10 Horizon Drive.

11 Here, you basically cross over, because a lot
12 of times you have to cross over the traffic at various
13 points to -- when you get in and out of the system
14 interchange. So there's a lot of detail here, and I
15 know it's really hard in just a couple of minutes. So
16 this is really just to kind of give you a sampling of
17 what you can see outside by the TV screen.

18 So that's the presentation. If you have more
19 specific questions about a movement or a location and
20 want to see that model in greater detail, we have the
21 workstation. We have some boards set up, we have the
22 staff out there.

23 There are a variety of ways to provide
24 feedback to us. Of course we have the comment forms
25 that were at the desk. You can fill them out and put

1 them in the box, or mail them in later if you need more
2 time. There's the mailing address.

3 We have here a court reporter, and she will
4 take your comments verbatim and type them out, and they
5 will go into the record for the project. Feel free to
6 utilize that service. She's been kind of hidden in
7 here, but she's here to help.

8 You can e-mail me at that e-mail address.
9 And then, we have a website dedicated for this project.
10 It's right there, www.hendersoninterchange.com. You can
11 go to that website, submit comments through that forum.
12 Also, after this public meeting, all of the exhibits and
13 the model and the details will be posted on that
14 website, so you can go and look at that -- or if you
15 have friends you've talked to, and they say, oh, I wish
16 I would have went there, go to that website, it will
17 have a lot of the same information that you see outside.

18 That is the conclusion of this formal part of
19 this presentation, and if there are some questions, we
20 have a few minutes before we ask -- if you have
21 something specific that you think no one is interested
22 in other than yourself, we can do that one on one, but
23 if you have a general question you think the group could
24 benefit from, we'd be glad to entertain that. Sir?

25 UNIDENTIFIED SPEAKER: This just might be in

1 the materials out there, but what is cost and
2 time-to-completion difference between the two options?

3 MR. JIM CAVIOLA: So right now the --
4 option 1, which is the directional ramp, we're
5 estimating a little more expensive than option 2, the
6 crossover. They're about -- off by about \$20 million,
7 like 260 to 240-ish. And it's a very high-level cost
8 estimating. Again, the option 2, which is the
9 crossover, is a little less expensive at this level of
10 design, but they're both around 250 to \$300 million
11 investments.

12 UNIDENTIFIED SPEAKER: And they both would
13 take about the same amount of time to complete?

14 MR. JIM CAVIOLA: Yeah. They're both -- we
15 work to keep the improvement within the footprint of the
16 existing right of way of publicly owned land, and so
17 that means you have to build them in stages. You just
18 can't shut them down and tear it all down.

19 People often ask, well, how can they build a
20 football stadium -- you know, \$2 billion football
21 stadium in two years, and it takes you three years to
22 build an interchange. Well, because they don't have
23 people running through the football stadium while
24 they're building them. We have traffic. So it's going
25 to be two to three years to build either one of the

1 improvements.

2 UNIDENTIFIED SPEAKER: I was just going to
3 ask, in terms of the funding schedule, when you will be
4 able to know whether you can do it in the initial time
5 frame or happen to have that additional time limit that
6 you find out whether you have funding to do -- you know,
7 do it all at once in one phase?

8 MR. JIM CAVIOLA: Like I said, we'll go
9 through the NEPA process for -- we start, you know,
10 probably in February, for about two years. During that
11 process, NDOT constantly updates their five-year plan.
12 They've placed a high priority on this, so there's a
13 good potential that we could get the \$250 million in --
14 without having to wait out five years, within the next
15 five years. And so we're hoping that we can do it all
16 in one phase. Everything is fluid, though. Tax
17 revenues come in in varying amounts, and they could
18 change over the course of time, but that's the hope.

19 UNIDENTIFIED SPEAKER: Given that this is
20 still years out, are there any other changes, in the
21 meantime, anticipated with restriping or anything --
22 specifically not going to restrict Gibson to Lake Mead
23 like Lake Mead was restricted to Gibson -- between now
24 and then?

25 MR. JIM CAVIOLA: No, there's no additional

1 restriping. So kind of how it is today, it will remain
2 that way until we get through this NEPA process and
3 likely into this construction -- construction of the
4 alternatives that, you know, we see today. But they'll
5 still need to be refined through the NEPA process, but
6 yeah, there's no plan to change anything else that I
7 know of.

8 UNIDENTIFIED SPEAKER: There's tremendous
9 back up -- let's say if I'm coming from Las Vegas and
10 want to get off at Horizon Ridge where the Vons grocery
11 store, that backs up horribly. Do these plans
12 address -- option 1 or 2, correct that?

13 MR. JIM CAVIOLA: So we -- what we address
14 is, we know it backs up horribly. We're looking at
15 putting in like an axillary lane, a lane between the
16 Horizon Drive off-ramp and our system interchange ramps
17 that come onto the -- you know, come onto the 515. This
18 project is not -- the cause of that could be up top, by
19 Horizon Drive.

20 UNIDENTIFIED SPEAKER: It is. It's the city
21 streets.

22 MR. JIM CAVIOLA: The problem there is
23 there's a traffic signal at Horizon Ridge and Horizon
24 Drive, and then there's two at the interchange, and then
25 there's one at Pacific --

1 UNIDENTIFIED SPEAKER: It's a very compact
2 space there.

3 MR. JIM CAVIOLA: And that's hard -- you
4 know, hard to time, hard to get traffic to go through.
5 So unfortunately you end up living with -- you're
6 trying -- what you try to do is to not have the back up
7 get onto the freeway and mess up the freeway traffic.
8 But yeah, there probably will be some issues with that
9 in the future, and that would be a separate project to
10 maybe redo that whole area, but there's not an easy
11 solution for that either. Ma'am?

12 UNIDENTIFIED SPEAKER: In a previous slide,
13 you mentioned that consistent with NDOT's I-11. Is
14 there any chance that you would be doing the
15 construction for this interchange at the same time as
16 I-11 is going on?

17 MR. JIM CAVIOLA: So no. We're ahead of that
18 curve, so we're earlier in the process. So we have
19 already been through the feasibility, and we will go
20 into the NEPA document probably beginning of next year.

21 The I-11 is a much bigger program. And,
22 actually, they're looking at -- they call it a tiered
23 environmental process, where they first look at it on a
24 very broad-based level of routes that I-11 might go
25 through. And when they identify a route, then they'll

1 do a more specific concept development and
2 environment -- so that will be further out in a time
3 frame.

4 So building a new interstate is -- it takes a
5 long time and a lot of hoops to jump through. So we
6 think we'll be done before that comes to fruition.

7 UNIDENTIFIED SPEAKER: The projected traffic
8 growth, is that something that you do, your firm, in
9 terms of determining it, or is that just provided to you
10 by somebody else?

11 MR. JIM CAVIOLA: Our team -- well, it's kind
12 of both. So within the whole valley, right, all the
13 major streets are in a big network model that the
14 Regional Transportation Commission keeps, and they have
15 their 20-year plan. So they know that they're going to
16 improve, maybe, the beltway out in Summerlin, or this
17 project. So it's all kept by the Regional
18 Transportation Commission.

19 When we do a project, we get that information
20 from them. And then we take our project area, and we
21 take that information, then we calibrate it and put it
22 into a model that we can then use to analyze our
23 options. And we have -- John was our team leader for
24 that, and he put that model together for us, and worked
25 in collaboration with NDOT. Calibrated it. Calibration

1 means we do a model for today, and then we run the
2 model, and we look at what's out in the field, and that
3 they show the same, because if they can't show the same
4 as today, we are not confident they're predicting 20
5 years from now. So we go through that process, so it's
6 kind of both things.

7 UNIDENTIFIED SPEAKER: It seems like there's
8 going to be a lot of growth, I guess, out that way.
9 There's open land, so this is east -- all that kind of
10 stuff. If I could predict it, I'd go buy land there,
11 but that's not my job.

12 But anyway, that's seems like it's going to
13 be a big impact on Lake Mead from Van Wagenen. So I
14 know that this area is not included in the study, but if
15 this traffic grows, it's definitely going to impact the
16 interchange, you know, Lake Mead and I-515, 215.

17 MR. JIM CAVIOLA: Like I say, those areas are
18 not in our study limits, but they're in that regional
19 model. It covers the entire -- you know, all the cities
20 and county, you know, all the -- basically, all the
21 metropolitan areas are in RTC's regional model, and the
22 account for that. They account for the land use, how
23 it's zoned out in those various areas, and, you know,
24 they get trips coming out of those zoned areas. They
25 might be desert right now, but if they're zoned for

1 residential, in 2040, they assume they're built and cars
2 are coming out of that space.

3 In the back.

4 UNIDENTIFIED SPEAKER: When can we expect to
5 know what option you've chosen?

6 MR. JIM CAVIOLA: We could know beginning of
7 next year, but maybe more a midpoint of next year, as
8 they go into the NEPA process, because we want to take
9 both options and look at them -- you know, look at their
10 impacts to the man-made and natural environment. It
11 takes a little bit of time, but by the end of the NEPA
12 process, we'll definitely have one single preferred
13 alternative that we'll ask the federal government to
14 say -- give us permission to construct.

15 UNIDENTIFIED SPEAKER: Will the bike trail be
16 affected that's going underneath the freeway right now?

17 MR. JIM CAVIOLA: We're going to perpetuate
18 the bike trail. We're actually focusing on that because
19 it's in the right of way, and we're taking -- you know,
20 we're trying to utilize the existing right of way
21 because there's apartments on the north side, there's
22 residential -- there's houses on the south side.

23 So we're -- our options are kind of moving to
24 the south with our ramps to get to and from Gibson, so
25 we're getting much closer with roadway to the bikeway.

1 So we have to analyze the end impact to that system, but
2 it's not our intention to take it out and not have it
3 has a mixed use path in the future.

4 UNIDENTIFIED SPEAKER: Well, it may shift,
5 but it will still be complete?

6 MR. JIM CAVIOLA: Yes, complete, it will be
7 complete. Under both options, it's complete, but we're
8 just pushing our roadway right next to it.

9 UNIDENTIFIED SPEAKER: What about
10 landscaping? I frequently get on at Gibson, and then
11 dangerously move over because I exit rapidly.

12 MR. JIM CAVIOLA: You're the one.

13 UNIDENTIFIED SPEAKER: But I have always
14 admired, it's fading now, but that bridge embankment,
15 its attractive painting, if you can picture it. It's
16 fading. It makes me wonder -- because sometimes when I,
17 again, get on at Gibson, and I'm going to Boulder City,
18 those are really ugly, those sides of the road there.
19 So I'm wondering what is being looked at in terms of
20 attractive landscaping.

21 MR. JIM CAVIOLA: Next part of the
22 development, the next phase, environmental process and
23 in the design, NDOT's policy is to incorporate landscape
24 elements, NDOT landscape and aesthetic treatment, and
25 they've been just getting better and better at it over

1 the course of time -- if you've turned down the 15 by
2 Charleston and some of the nice Neon artwork.

3 So what we'll do is, we'll develop a theme
4 for the corridor, we have a landscape architect on staff
5 for that, come up with that vision, share it with the
6 community, get a lot of community feedback, and then
7 that would be designed and constructed as part of the
8 project.

9 UNIDENTIFIED SPEAKER: On the bike trail,
10 will either option allow for the connection of the bike
11 trail to the northeast corner trail that runs along Lake
12 Mead? Right now, it just kind of dead ends at the
13 Northbound Lake Mead to Northbound I-515, the bike trail
14 does, along that north side of Lake Mead.

15 MR. TOM DAVY: We have a project that is in
16 the process of being awarded that is going to complete
17 the Union Pacific Railroad corridor. There's a bike
18 line that will go from essentially that location, all
19 the way through Green Valley, and terminate at the
20 city's corporate boundary in Green Valley. It's been 14
21 years in the making, and we're this close to starting
22 it.

23 UNIDENTIFIED SPEAKER: The trail is great
24 along Lake Mead, and then it just kind of stops right
25 there.

1 MR. TOM DAVY: We're planning on addressing
2 that in the next project.

3 UNIDENTIFIED SPEAKER: Will that, like, run
4 onto, like, Auto Show or something, or will it go across
5 the freeway?

6 MR. TOM DAVY: It runs within the Union
7 Pacific Railroad corridor. We're doing a bridge at
8 Stephanie. There will be a bridge over Stephanie there,
9 and it will, like I said, go all the way to the
10 corporate boundary on the west side of Henderson along
11 the Union Pacific Railroad corridor.

12 UNIDENTIFIED SPEAKER: Well, I wasn't sure if
13 he was talking about the bike trail that ends on Lake
14 Mead, or the bike trail that's like a little south of
15 Lake Mead that's, you know, right behind the Fiesta.
16 That goes all --

17 MR. TOM DAVY: Like the one that goes through
18 the park there, that will continue on. It will continue
19 on underneath the freeway there and through the Union
20 Pacific Railroad corridor.

21 UNIDENTIFIED SPEAKER: All right. So what's
22 this other trail that we was talking about, then, the
23 one --

24 MR. TOM DAVY: I think you're talking about
25 the same trail.

1 UNIDENTIFIED SPEAKER: There's kind of two.
2 There's the one that runs along the south side of the
3 215 that was shown there, that goes underneath -- by the
4 railroad track underneath, by Fiesta. And then there's
5 another trail that's on the north side of the -- of Lake
6 Mead that runs all the way along Lake Mead on the other
7 side.

8 MR. TOM DAVY: The landscape corridor in
9 there?

10 UNIDENTIFIED SPEAKER: Yeah.

11 MR. TOM DAVY: The first one is the one that
12 will have connectivity.

13 UNIDENTIFIED SPEAKER: Okay. So that one is
14 still going to just kind of dead end right there at the
15 off-ramp from west -- Lake Mead to --

16 MR. TOM DAVY: Yes. That was the one that is
17 built adjacent to the plans.

18 UNIDENTIFIED SPEAKER: Yes.

19 MR. TOM DAVY: We're planning on pedestrian
20 bridges as you -- on the south side. There's a trail
21 that we're dealing with in the southwest corridor there.
22 We have in the plans two -- three pedestrian bridges,
23 one at Valle Verde, one at Green Valley Parkway, and
24 another at Pecos. Pecos is the one we're -- we're
25 almost done with the design right now. We should be

1 advertising that at the first half of next year. So the
2 first of those three pedestrian bridges will be under
3 construction most likely a year from now, and the other
4 two are in design.

5 UNIDENTIFIED SPEAKER: So with option 1,
6 where the Gibson on-ramp goes kind of underneath the --
7 not on-ramp -- but Gibson to Lake Mead kind of goes
8 underneath the highway, will a bike lane also be along
9 there so you can access Lake Mead from that, or would
10 you still have to go along the railroad tracks
11 underneath -- like, behind Fiesta?

12 MR. TOM DAVY: There is the one that will
13 continue on underneath the structures in the railroad
14 right of way, and then the other one will parallel the
15 south side of the freeway over Gibson. So there will be
16 no linkage. You'd have to get off at Gibson.

17 UNIDENTIFIED SPEAKER: Kind of like how it is
18 right now, then?

19 MR. TOM DAVY: Yeah, yeah. We're not --
20 there's not enough real estate in there to put a bicycle
21 corridor as it's currently designed.

22 UNIDENTIFIED SPEAKER: Got it. Thank you.

23 MR. JIM CAVIOLA: Sir?

24 UNIDENTIFIED SPEAKER: Sorry. I got stuck in
25 traffic trying to get off of the interchange, so I'm a

1 little late, so I may have missed this. Is there an
2 interim solution to the one lane going westbound onto
3 the 215 freeway from Lake Mead? I know that the big
4 solution will be sometime coming and on a time frame,
5 but is there an interim solution that would be more
6 effective than what we have?

7 MR. JIM CAVIOLA: Now, they did an interim
8 solution already. They extended the two lanes as far
9 west as you can, and then they contract to one, and then
10 you have the barrier rail where you can't go over to
11 Gibson because it's too dangerous. So that will be the
12 status quo until the more expensive project, where we
13 can braid those ramps and get that access, comes to
14 fruition.

15 UNIDENTIFIED SPEAKER: When you say "they,"
16 is that NDOT or Henderson?

17 MR. JIM CAVIOLA: So NDOT's -- the next
18 phase --

19 UNIDENTIFIED SPEAKER: You said they have
20 done it as far as that --

21 MR. JIM CAVIOLA: NDOT's doing that project.

22 UNIDENTIFIED SPEAKER: Sorry to interrupt.
23 If I understand, even though there's essentially room
24 for two lanes coming off of Lake Mead heading west onto
25 the 215, you prefer to keep one lane and all other lanes

1 separate by the divider and by the barrier that exists
2 along there, such that the two lanes have to merge to
3 one lane coming off of Lake Mead. Like I said, is there
4 any way --

5 MR. JIM CAVIOLA: I understand you. The
6 divider barrier rail is to prevent people from trying to
7 dart over three lanes --

8 UNIDENTIFIED SPEAKER: Sure.

9 MR. JIM CAVIOLA: -- and like 600 feet if
10 they -- because it's very dangerous. And the thing is,
11 there's only four lanes to go into, one gets off at
12 Gibson, so you can't take two lanes onto Lake Mead, and
13 then flyover one, and then the southbound to westbound
14 too, it's just the math doesn't work.

15 UNIDENTIFIED SPEAKER: Understand.

16 MR. TOM DAVY: We run out of width at the
17 Gibson bridge.

18 MR. JIM CAVIOLA: Yeah, there's only three
19 lanes going onto the Gibson bridge, so you have to get
20 to that. But we're going to, like I said, spend a lot
21 of money to improve that situation.

22 UNIDENTIFIED SPEAKER: With the two lanes
23 going on 15, I-15 -- I mean 215, can they put up some
24 kind of flashing light for people to get over into that
25 single lane? Because people try to utilize those two

1 lanes and cut in at the last minute, and that presents a
2 very bad, dangerous problem. To have the two lanes
3 crawling up the hill, and then they try to cut in, and
4 they should have been staying in the far left lane all
5 along, you know. I can understand if it's someone
6 that's fairly new to the area, but I see people in a
7 hurry just making a mess. So there's got to be some
8 other warning.

9 MR. JIM CAVIOLA: What you should do, to
10 basically have the best traffic flow, is -- first of
11 all, people should be courteous, and everybody should be
12 doing what is called a zipper merge, right. A zipper
13 goes one, one, one, one, right. So that gets you two
14 lanes that can get through the traffic signal at
15 Eastgate, that gets you more traffic through that
16 traffic signal.

17 And when you're past Eastgate, every car
18 should just go -- instead of everybody going, hell, I'm
19 not letting the guy go in, right, let this guy go in,
20 you go, this guy go in, you go. That's the way it would
21 work best from a traffic standpoint and a societal
22 standpoint. And, you know, they could put a sign,
23 zipper merge, but again, for whatever reason, people
24 don't want to behave that way.

25 UNIDENTIFIED SPEAKER: It's called the

1 California merge. You go 90 miles an hour to the head,
2 and then you put your blinker on thinking people are
3 going to let you in. You're smarter than anybody else
4 going to the outside on --

5 MR. JIM CAVIOLA: Well, they should --
6 actually, both lanes of traffic should advance to where
7 the two lanes stop, and then just go one, one, one, one,
8 one, one. That's how it should be.

9 UNIDENTIFIED SPEAKER: You could accomplish
10 that, though, with flashing lights that go here, here,
11 here, here. And that is a good interim solution, rather
12 than asking people to be polite.

13 UNIDENTIFIED SPEAKER: You couldn't control
14 it with flashing lights.

15 UNIDENTIFIED SPEAKER: Well, you cannot
16 control it, but you can certainly influence drivers to
17 notice flashing lights.

18 UNIDENTIFIED SPEAKER: I think what we're
19 looking at, with all due respect, is people's habits.
20 And by putting things out there -- it's one thing to
21 give them information, but if you're thinking you're
22 going to put something out there, and all of a sudden
23 you put a stop sign, they'll never run a stop sign, they
24 have to stop there. This is what you're saying, you
25 need to put a stop sign so they'll stop. If they're not

1 going to stop, they're not going to stop, just as Jim's
2 saying that they're not going to be courteous and do the
3 zipper.

4 So it's really -- a lot of these things
5 either come down to if they're breaking the law, enforce
6 it, or the other issue is that these are what the
7 drivers are going to do, and we can't really influence
8 general by putting more signs and lights and things out
9 there. There's been studies that it just won't work.

10 UNIDENTIFIED SPEAKER: Excuse me. Why can't
11 you have that information east of Eastgate? Because
12 what you just said a minute ago, anybody that travels
13 that road every day -- what the gentleman said here,
14 that would never work, put a stop sign either. You're
15 already moving at 25, 35, and even 50 in the fast lane,
16 which would be the inside lane. There's no room, no
17 time for the zipper effect.

18 I mean you get people every day, every
19 minute, especially going to work, or going home in the
20 evening, trying to butt in. And I tell you, when the
21 sun is right in your eyes, and you can barely see the
22 car in front of you, and you see that car coming into
23 the right side -- I've seen so many close calls. And
24 I'm not there 24 hours a day, so I couldn't tell unless
25 I get a police report, how many accidents or fender

1 benders are there. And I guarantee there's a lot of
2 fender benders that nobody stops, they just keep going.

3 So my question, I guess, would be, why can't
4 there be some kind of notification, like you have for
5 Las Vegas or Boulder City, before you get to Eastgate --
6 the only problem then would be the people going south on
7 Eastgate wanting to go west on the 215 that would cut
8 in, but you don't have everybody else all the way down
9 to Lake Mead and -- well, from the lake beyond all those
10 new homes that are going in, beyond Warm Springs. I
11 mean, they come at you like a bat out of hell, and it
12 creates a big, big problem.

13 And then the attitude that a person would
14 get -- I've been doing that since before -- I mean
15 driving that road for the last 25 years before they even
16 built it, but as far as being courteous, forget it.

17 But that's my main question, why can't there
18 be some kind of notification before -- maybe some people
19 would. By the time you get to Gibson, I guarantee the
20 people are just peeved at everybody else that went in
21 and cut in front of them. Not only one, but two or
22 three at a time -- not in front of you, but the cars in
23 front. So that attitude, I think, creates a big problem
24 down the road for going all the way around to Sahara or
25 to Charleston, wherever you get on the 215 or get off on

1 the 15. It's nothing but seeing red for a lot of
2 people.

3 MR. JIM CAVIOLA: We have representatives
4 from NDOT here, and we can talk, you know -- if there's
5 anything we can -- we'll collect our heads together and
6 see if there's anything that might help, with signage,
7 et cetera.

8 UNIDENTIFIED SPEAKER: There's nothing there
9 that tells you you're going to merge until you're right
10 on the hill.

11 UNIDENTIFIED SPEAKER: This is off the
12 freeway system, though, is it not?

13 UNIDENTIFIED SPEAKER: Right on the hill.

14 MR. JIM CAVIOLA: It's Lake Mead getting off.

15 MR. TOM DAVY: I don't know if there's a
16 chimney sign, you know, that -- it shows the two lanes
17 going into one, but it doesn't -- you wouldn't put that
18 sign east of Eastgate. It would be too soon to put
19 that --

20 UNIDENTIFIED SPEAKER: Well, I would say
21 beyond it, because you have just like give me your money
22 or I'm going to shoot you, so you get shot. That's too
23 late. You have the sign that says -- and you're already
24 there. My gosh, I mean.

25 MR. JIM CAVIOLA: Well, we actually want both

1 lanes to go straight through and through the traffic
2 signal. We don't want one lane on the very left side at
3 the traffic signal, and the person next to them is going
4 to get the finger when he tries to cut over. We want
5 two lanes to go through the traffic signal because you
6 can get more cars through the traffic signal.

7 UNIDENTIFIED SPEAKER: That's the plan for
8 both options, option 1 and option 2?

9 MR. JIM CAVIOLA: For option 1 and option 2,
10 we carry the two lanes through. The problem goes away
11 in the future.

12 MR. TOM DAVY: We go back to two lanes
13 westbound either way.

14 UNIDENTIFIED SPEAKER: Either option, two
15 lanes, we don't have to worry about that.

16 MR. JIM CAVIOLA: Well, we kind of beat that
17 dead horse. So we're not -- if you want to talk --
18 there's other people here, to be courteous to them. If
19 there's other issues we want to address, we can do that.
20 And then, if people do have an issue about that
21 particular movement, like I said, the NDOT folks are
22 here -- not specifically to talk about that restriping
23 project, that's really not part of this Henderson
24 Interchange job. So if there's something other than
25 that, we'd like to let people talk about that if they --

1 and, again, we want your feedback on the two options
2 that are being proposed for improvements in the future.

3 UNIDENTIFIED SPEAKER: So that's my question,
4 what ultimately is going to determine option 1 versus
5 option 2? Because they're about the same cost, they're
6 about the same -- from what you're communicating,
7 they're about the same cost, about the same time frame,
8 what --

9 MR. JIM CAVIOLA: As we move forward --
10 community input is important to us, so if the community
11 overwhelming preferred one over the other, that would
12 have weight. And then we'll also take these two options
13 to senior management at the Nevada Department of
14 Transportation, as well as civic leaders at the City of
15 Henderson, to get their feedback also. So that feedback
16 would inform us.

17 And then if it it seems like, okay, well,
18 everybody seems to be going with 1 or 2, we'll go -- or
19 if not, we'll carry the two them further into the NEPA
20 process, the environmental process next year, to do more
21 analysis, more refinement, and see if anything would
22 drive us to one of those options. But community input
23 is an important part of informing the project team, so
24 that's why we'd like your feedback.

25 UNIDENTIFIED SPEAKER: Are there areas in the

1 country that have this crossover type option 2 that
2 you've displayed up there that -- has it been very
3 successful, has there been any confusion or anything?

4 MR. JIM CAVIOLA: They're in limited use.
5 There was one constructed north of Baltimore, and
6 there's one constructed in Birmingham, Alabama. They
7 work well. Even though you're kind of crossing over,
8 you're just seeing your direction of traffic.

9 So if you go to the 3-D model, you can even
10 ask Jack to kind of run you through that as if you were
11 the driver -- or maybe even right above the driver, and
12 kind of get a feel for that. But yeah, they're not --
13 this is fairly unique. And that's one of the things
14 that -- we want the feedback from the community. So
15 there's not many of these in the country.

16 UNIDENTIFIED SPEAKER: There's no history of
17 confusion amongst the drivers that have used it in these
18 other areas?

19 MR. JIM CAVIOLA: We didn't get that feedback
20 from the two locations where they've been implemented,
21 but we're going to analyze that in even greater detail
22 in the NEPA process. Anything else?

23 UNIDENTIFIED SPEAKER: From an access point
24 of view, between option 1 and option 2 -- I think I got
25 this from talking to John earlier, so option 1 will

1 basically allow Gibson to Lake Mead without any merging,
2 but it won't allow you to get to Auto Show, is that
3 right, from Gibson?

4 MR. JIM CAVIOLA: So option 2 -- option 1,
5 yeah. So option 2 has --

6 UNIDENTIFIED SPEAKER: Option 2 allows you to
7 get to Lake Mead from Gibson, but you have to merge over
8 the 515 northbound traffic, right -- but it allows you
9 to get off at Auto Show?

10 MR. JIM CAVIOLA: Yeah, option 1 has the loss
11 of movement at Auto Show. So you can't get from Auto
12 Show to the 215, right?

13 MR. TOM DAVY: Correct. It's similar to the
14 way it's striped today.

15 UNIDENTIFIED SPEAKER: So that's option --

16 MR. JIM CAVIOLA: That's option 1.

17 UNIDENTIFIED SPEAKER: And option 2 allows
18 that, but you can't -- you have to merge when going from
19 Gibson to Lake Mead. So the pros -- I'm just trying to
20 see the pros and cons of each.

21 MR. JIM CAVIOLA: For both options, you can
22 get from Lake Mead to Gibson, and from Gibson to Lake
23 Mead.

24 UNIDENTIFIED SPEAKER: You can get there, you
25 just have to merge for option 2.

1 MR. JIM CAVIOLA: A safe merge --

2 UNIDENTIFIED SPEAKER: Like it is now, minus
3 the southbound --

4 MR. TOM DAVY: It's not as extreme in either
5 of these proposals.

6 UNIDENTIFIED SPEAKER: Right. Option 1 and
7 option 2, from Gibson to Lake Mead, there's no merging,
8 you simply enter Lake Mead Parkway and continue east.

9 UNIDENTIFIED SPEAKER: You got to merge in
10 option 2 with the northbound traffic.

11 UNIDENTIFIED SPEAKER: You merge with -- in
12 both cases, you merge with traffic that is only cutting
13 through downtown Henderson. And you either pass over or
14 under -- you pass under the traffic that's heading to
15 the 515. So there's no conflict with the 515 on that.

16 MR. JIM CAVIOLA: And if you want to
17 specifically look at that -- we'll break the group
18 meeting, and you could go and -- actually, Jack will be
19 happy to walk through that movement with yourself, and
20 if anybody else was interested in what that gentleman
21 was talking about, just look over his shoulder, we can
22 kind of show you that exact -- how you get from Gibson
23 to Lake Mead under both options.

24 UNIDENTIFIED SPEAKER: I have one more
25 question. I understand that there's a grand plan to fix

1 the problem, but in the interim, you're convinced that
2 there is no signage that would improve the merger from
3 Lake Mead onto the Westbound 215, that there is no
4 signage, there is no light system, there is nothing more
5 that can be done other than what exists, everybody makes
6 a mad --

7 MR. TOM DAVY: NDOT -- NDOT would be your
8 best source of information if there are options there.

9 MR. JIM CAVIOLA: They've been notified of
10 that. They've always been very responsive, and they'll
11 take that into consideration. Talk to their folks. If
12 there's anything we could do to improve the situation,
13 they always want to.

14 Well, thank you very much for your
15 attendance. Please do provide your feedback, and if you
16 like everything you saw, just let us know that too.

17

18 (Additional public comments given directly to
19 court reporter after the presentation.)

20

21 MR. MICHAEL WILLIAMSON: Michael Williamson.
22 Anyway, I've been here since the '50s, born and raised,
23 and option 2 seems the most feasible from the growth we
24 had with the present clover. Option 1 looks too much
25 like that, it looks like a shoestring, and option 2

1 looks like there's more lanes and more traffic flow.

2 And we just increased to another -- close to
3 another million in both Henderson and Vegas. It's
4 scary. It was two and a half million for a little
5 while, and boom, we're over three million in the valley.
6 And even what we've developed in five years is
7 inoperable now.

8 Like I was telling him about the little merge
9 thing, if they just had a sign saying "merge," there's
10 going to always be people wanting to cut in, but it
11 might slow some of the fast drivers there, because you
12 merge left through 215, and then they'll know merging
13 left isn't for Boulder City.

14 If you're coming from Boulder City and want
15 to merge to 215, you have to merge down to one lane
16 there, and it's not as bad, but people still try to
17 speed ahead of you. So the courtesy thing there, or
18 they need more Millennials taught, you know, this way of
19 being courteous and letting them zigzag in.

20 MR. DON DAWSON: My name is Don Dawson, D-O-N
21 D-A-W-S-O-N, and I'd like option 2.

22 MR. STEVEN ANDREWS: Steven Andrews. I just
23 want to say that I like option 2 a lot better. It's
24 less congested, less impacted. It looks like there's
25 not a lot of signs to let you go wherever you want to

1 go. Instead, option 1 is just -- it's all over the
2 place. It looks too much like LA. You would have to
3 have signs all over the place, and people trying to
4 merge over here or over there, trying to get to this to
5 get there, and over here to get there, and it's just a
6 mess. So option 2 just makes it nice and smooth and
7 easy.

8 (MEETING CONCLUDED AT 7:00 P.M.)

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REPORTER'S CERTIFICATE

STATE OF NEVADA)
) ss.
COUNTY OF CLARK)

I, Shanyelle L. King, Nevada CCR No. 943, do hereby certify: That I reported the Henderson public meeting, commencing on Thursday, December 5, 2019, at 4:00 p.m.;

That I thereafter transcribed my said shorthand notes into typewriting and that the typewritten transcript is a complete, true and accurate transcription of said shorthand notes taken down at said time to the best of my ability.

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

Dated at Las Vegas, Nevada, this 17th day of December, 2019.



Shanyelle L. King, CCR No. 943, RPR

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