



# **PUBLIC INFORMATION MEETING HENDERSON INTERCHANGE PROJECT**

July 22, 2021  
4 p.m. – 7 p.m. (presentation at 5:30 p.m.)  
Lifeguard Arena, Center Ice Room  
222 South Water Street, Henderson, NV 89015

Virtual Public Meeting: July 6 – August 5  
<http://dot.nv.gov/hendersoninterchange>



*ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION*



July 22, 2021

Welcome:

Thank you for attending this informational meeting regarding the Henderson Interchange project. In compliance with the National Environmental Policy Act of 1969 (NEPA), the Nevada Department of Transportation (NDOT) is preparing a study to evaluate and document the proposed project's potential impacts. This meeting is an opportunity to review proposed improvements developed by NDOT, in cooperation with the Federal Highway Administration and the City of Henderson. The proposed project's goals are to improve safety, freeway operations, regional mobility, and air quality and to reduce travel delays.

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.

You can provide input 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 August 5, 2021, at this address:

David Bowers, PE, Project Manager  
NDOT  
123 E. Washington Street  
Las Vegas, NV 89101

4. You may email your comments to [henderson.interchange@dot.nv.gov](mailto:henderson.interchange@dot.nv.gov). Email comments will be accepted until 5 p.m., August 5, 2021.
5. Through August 5, 2021, you can access the project's virtual public meeting site via [dot.nv.gov/hendersoninterchange](http://dot.nv.gov/hendersoninterchange), where you can sign up for project updates, view materials and videos, and provide comments/questions.

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

Sincerely,

David Bowers, PE, Project Manager  
NDOT

# HENDERSON INTERCHANGE



## BACKGROUND

The Nevada Department of Transportation (NDOT), along with the Federal Highway Administration (FHWA) and other project partners, has begun the National Environmental Policy Act (NEPA) process for the Henderson Interchange Project. The NEPA study will evaluate improvements to the interchange and provide in-depth analysis of the potential environmental impacts that may occur as a result of those improvements.

## STUDY AREA

The study area limits are from Galleria Drive on I-515 to Horizon Drive on I-11, and from Valle Verde Drive on I-215 to Van Wagenen Street on Lake Mead Parkway.

## WHY IS THE PROJECT NEEDED?

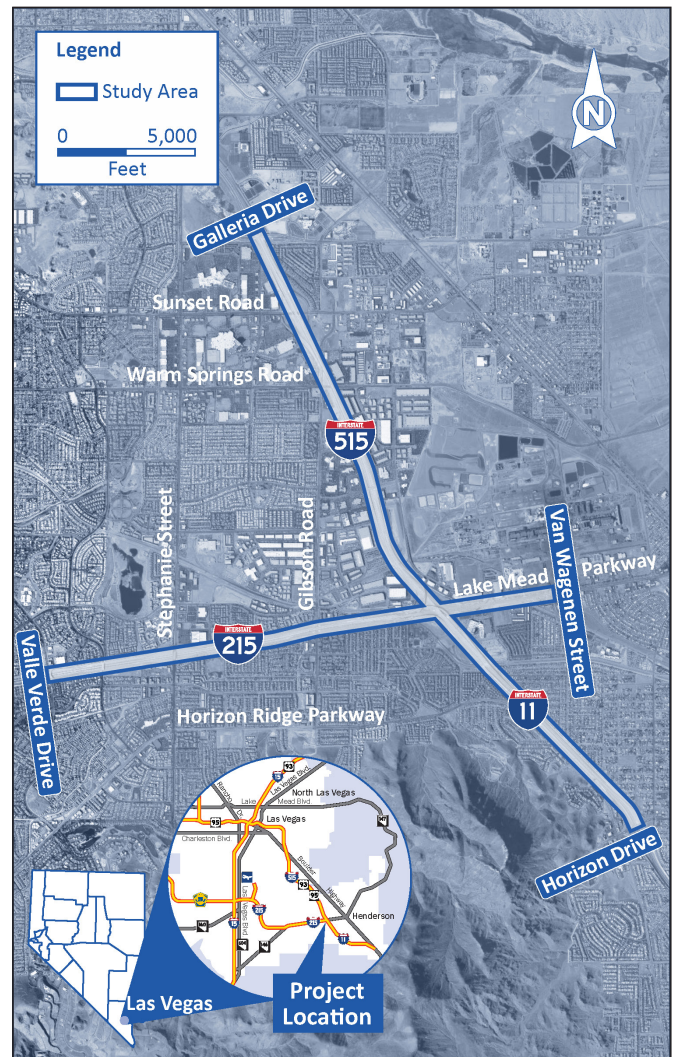
The Henderson Interchange was constructed between 2004-2006, when Clark County had a population of approximately 1.5 million residents. With Clark County's population increase to more than 2.2 million, the interchange needs to be improved to accommodate increased traffic demands. The Henderson Interchange Project is needed to address roadway deficiencies that could contribute to crashes and travel delays, restore connectivity, and accommodate regional and local plans. Traffic safety will further degrade as higher crash rates are experienced in and around the Henderson Interchange.

## PURPOSE OF THE PROJECT

- Resolve existing roadway deficiencies in the Henderson Interchange and surrounding roadways
- Provide transportation improvements to serve existing and future growth areas
- Restore local traffic connectivity
- Accommodate regional and local plans

## PROJECT ALTERNATIVES

The environmental study is evaluating the No Build Alternative and the Build Alternative. The No Build Alternative would take no action to address the existing deficiencies and safety concerns within the project limits. The Build Alternative is a crossover style interchange with the east-west highway directions crossing each other at special grade separation structures east and west of the central interchange.



# HENDERSON INTERCHANGE



## PROJECT COSTS

Project costs for the Build Alternative are estimated to be approximately \$261.4 million. Further refinement of the design will bring more specific cost estimates.

## ANTICIPATED TIMELINE

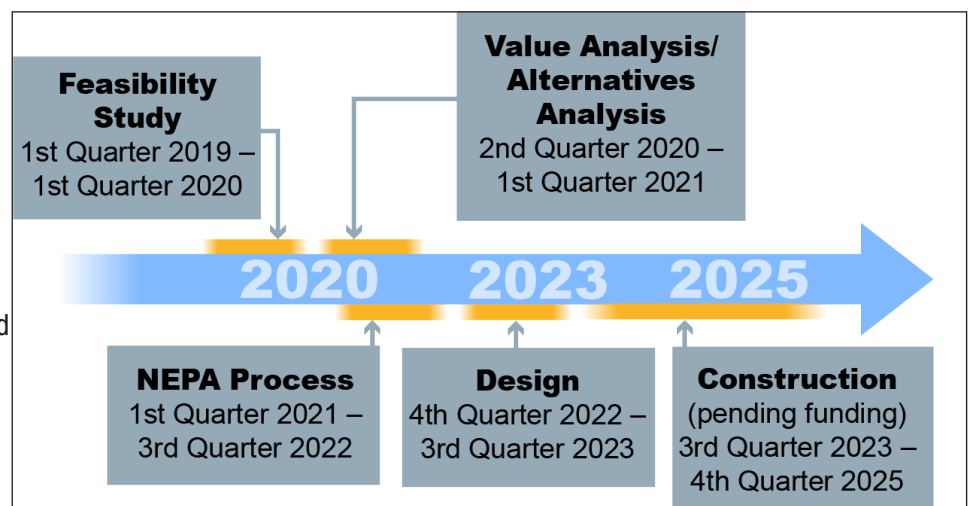
We are currently in the NEPA (Environmental) phase of the project. Once the NEPA study is complete, final design, right-of-way acquisition, and construction may proceed.

## RESOURCES

For more information on this project:  
<https://www.dot.nv.gov/hendersoninterchange>.

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

For more information on Planning and Environmental Linkages:  
[https://www.environment.fhwa.dot.gov/env\\_initiatives/pel.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx).



## CONTACT INFORMATION

David Bowers, PE, Project Manager  
702.582.9933 (Project Information)  
[henderson.interchange@dot.nv.gov](mailto:henderson.interchange@dot.nv.gov)







# Henderson Interchange Project Public Information Meeting

David Bowers, PE, NDOT Project Manager  
July 22, 2021

# WHAT CAN I EXPECT TONIGHT?

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

*Virtual Public Meeting: July 6 – August 5*  
<http://dot.nv.gov/hendersoninterchange>

# WHAT IS THE PROJECT AREA?

Study area limits:

- Valle Verde Drive to the west, Van Wagenen Street to the east, Galleria Drive to the north, and Horizon Drive to the south



# WHY IS THE PROJECT NEEDED?

- Clark County population increase to more than 2.2 million = increased traffic demands
- Roadway deficiencies contribute to traffic backups and travel delay
- Restore local access and connectivity
- Crash rates exceed statewide averages





# WHAT IS THE PROJECT'S PURPOSE?

- Resolve existing roadway deficiencies in the Henderson Interchange and surrounding roadways
- Provide transportation improvements to serve existing and future growth areas
- Restore local traffic connectivity
- Accommodate regional and local plans



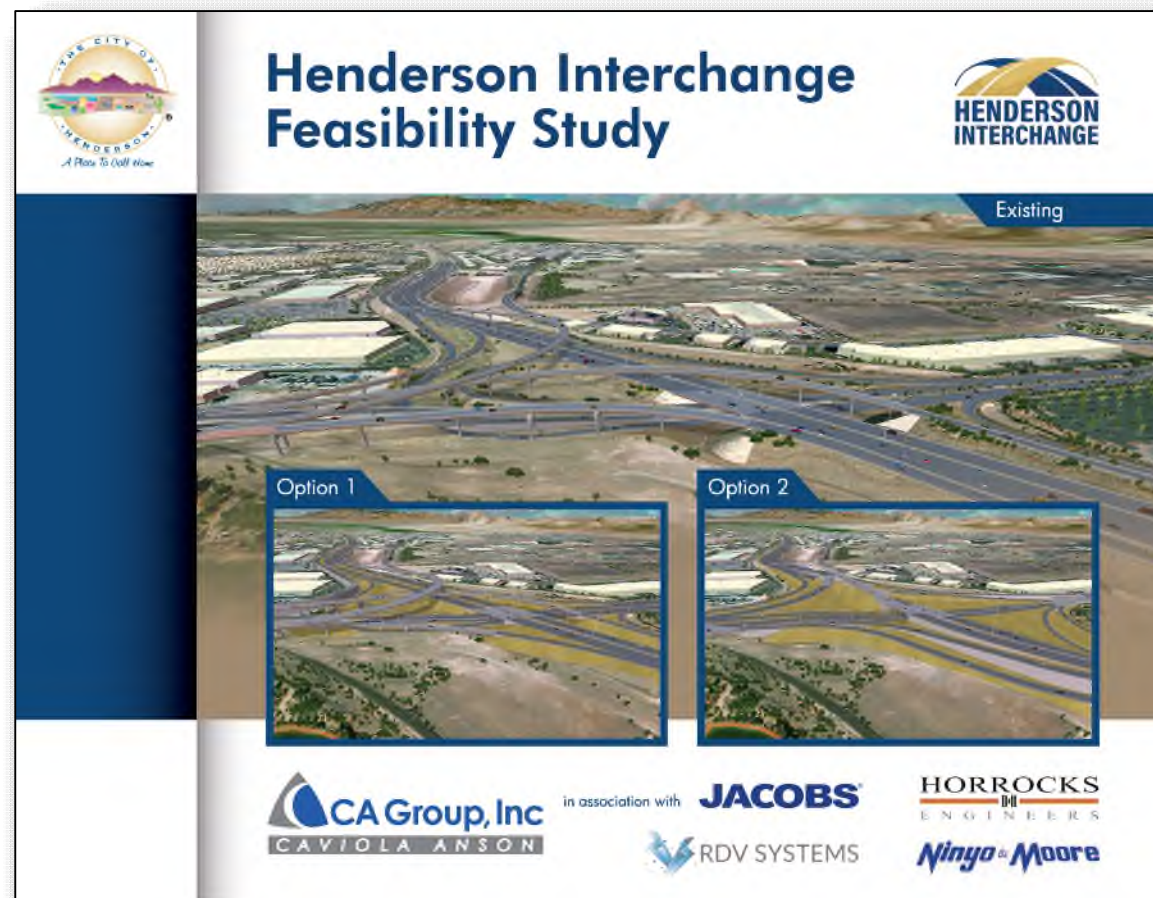
# WHAT IS NEPA?

- NEPA is the National Environmental Policy Act (1969), requiring federal agencies to assess the environmental effects of proposed actions before making decisions
- Using the NEPA process, agencies evaluate the environmental, social, and economic effects of proposed actions. Agencies also provide opportunities for public review and comment on those evaluations

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

## Feasibility Study

- Completed in February 2020
- Included 37 ideas, combined into 3 alternatives
- Resulted in 2 alternatives, Option 1 and Option 2, recommended for further study





## Option 1

- Existing interchange style retained
- Ramp and freeway reconstruction with additional lanes to accommodate 2040 traffic volumes



## Option 2

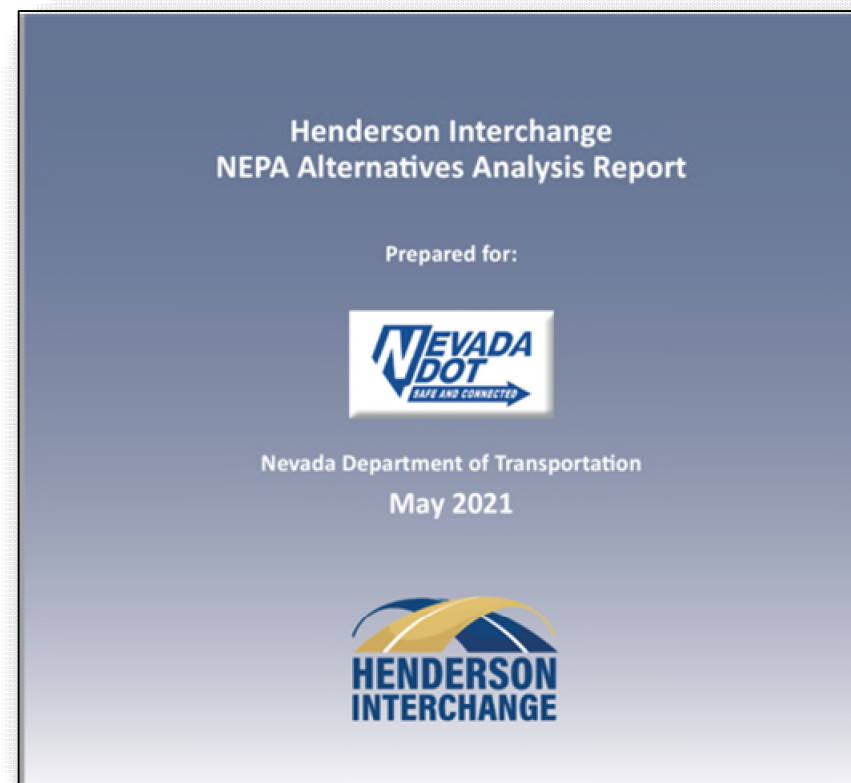
- Crossover style interchange with ramps and freeway widened to accommodate 2040 traffic volumes





## Value Analysis Study and Alternatives Analysis Report

- Value Analysis Study for both Feasibility Study options completed August 2020
- Alternative Analysis Report completed May 2021
- Identified improvements designated as Option 2A and Option 3



## Option 2A

- Modification of Option 2 crossover, where only the east-west roadways (I-215 and Lake Mead Parkway) cross over





## Option 3

- Existing “core” interchange retained, with a flyover median connector added between I-515 and I-215



# HOW DID WE GET HERE?

## NEPA Alternatives Refinement – Weighted Scoring System

- Safety
- Traffic operations
- Performance
- Accessibility
- Capital cost
- Time to construct
- Environmental aspects
- Maintenance of traffic (phased construction)
- Additional general-purpose lane
- Operations & maintenance costs

OPTION 1	OPTION 2A	OPTION 3
Median Weighted Score <b>8.0/10</b>	Highest Weighted Score <b>9.1/10</b> Recommended as Single Build Alternative	Lowest Weighted Score <b>7.4/10</b>

*RECOMMENDATION FOR ONE BUILD ALTERNATIVE TO EVALUATE IN THE NEPA PROCESS*

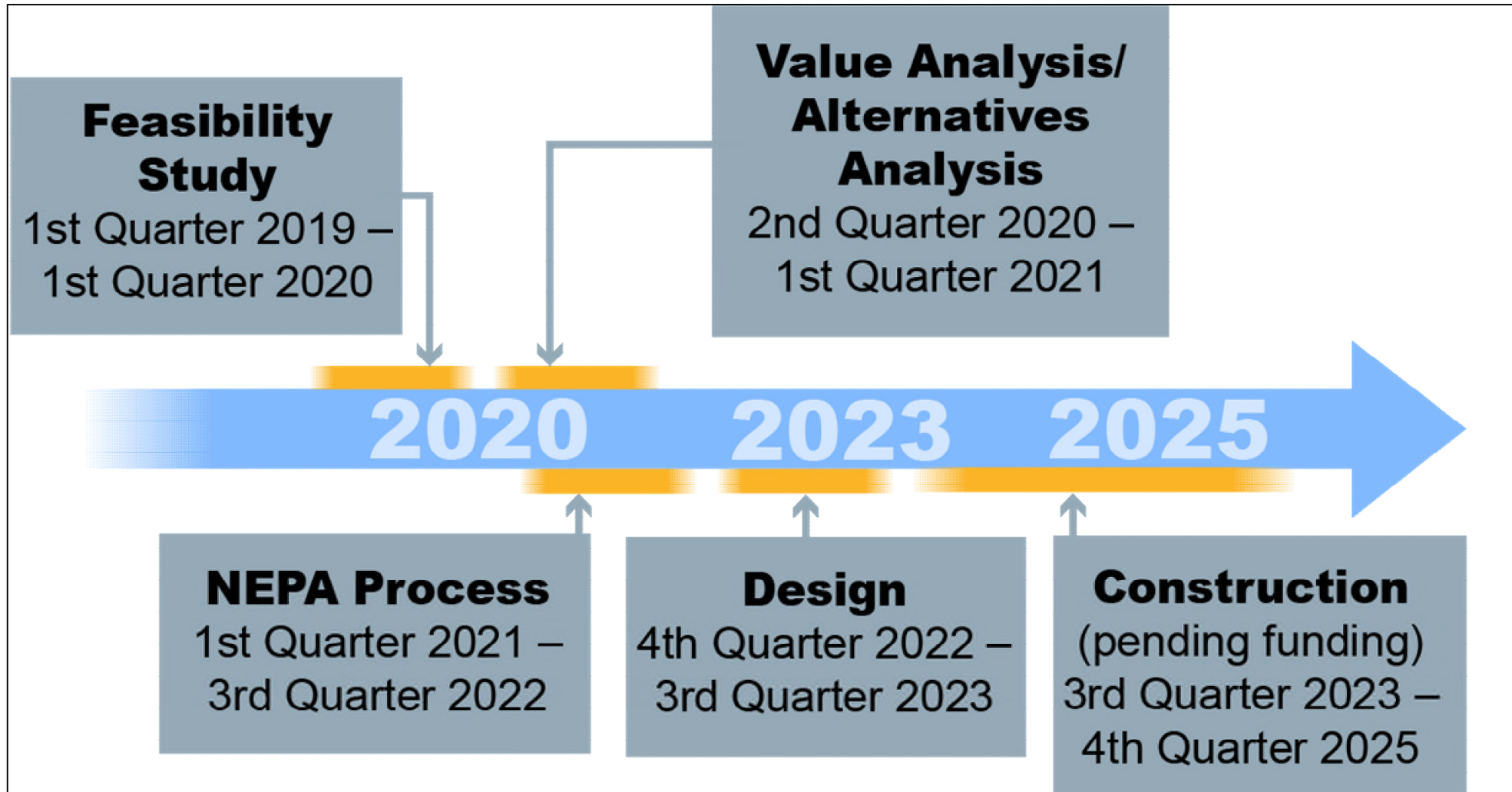


## Option 2A – Build Alternative

- Crossover style interchange where the east-west roadways (I-215 and Lake Mead Parkway) cross over
- Reconnection of travel from Lake Mead Parkway to Gibson Road
- Connection of travel between I-215 and Auto Show Drive
- Auxiliary lanes on I-11 between Horizon Drive and system interchange
- Arterial street improvements on Lake Mead Parkway



# WHAT IS THE TIMELINE?





# HOW DO I 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:  
David Bowers, PE, NDOT Project Manager  
123 E. Washington Street, Las Vegas, NV 89101
- Send email to [henderson.interchange@dot.nv.gov](mailto:henderson.interchange@dot.nv.gov)

*Comments accepted until 5 p.m., August 5, 2021*

# HOW DO I STAY INVOLVED?

- Project website: <http://dot.nv.gov/hendersoninterchange>
  - Link to virtual public meeting (through August 5, 2021)
  - Project history, resource links, and contact information
  - Information for public hearing – towards project completion
- Project phone: (702) 582-9933 (leave a message)
- Project email: [henderson.interchange@dot.nv.gov](mailto:henderson.interchange@dot.nv.gov)



David Bowers, PE, NDOT Project Manager  
henderson.interchange@dot.nv.gov | (702) 582-9933

# COMMENT FORM

Public Information Meeting  
Henderson Interchange Project  
July 22, 2021

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▪ *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

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**Comment/Question:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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***Comments will be accepted through 5 p.m., August 5, 2021***

Please mail to: David Bowers, PE  
NDOT, 123 E. Washington Avenue, Las Vegas, NV 89101  
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

REUNION INFORMATIVA DEL DEPARTAMENTO DE TRANSPORTE PUBLICO DE NEVADA  
El Intercambio de Henderson  
22 de Julio 2021

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▪ *Por favor escriba tan claro como le sea posible* ▪

Fecha: \_\_\_\_\_

Nombre: \_\_\_\_\_

Dirección: \_\_\_\_\_

Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código Postal: \_\_\_\_\_

Teléfono (Diurno): \_\_\_\_\_ Teléfono (Noche): \_\_\_\_\_

Correo Electrónico: \_\_\_\_\_

La información presentada fue fácil de entender?  SI  NO

Le gustaría ser contactado por un representante para resolver sus dudas?  SI  NO

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**Preguntas y/o Comentarios:** \_\_\_\_\_

\_\_\_\_\_

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***Sus comentarios serán aceptados hasta las 5 p.m. el 5 de Agosto 2021***

Si desea enviarlo por correo: David Bowers, PE

El Intercambio de Henderson, NDOT

1263 East Washington Avenue, Las Vegas, NV 89101

Gracias por su tiempo e interés en el proyecto!

***PARA USO EXCLUSIVO DE NDOT:***

Date Addressed/Answered: \_\_\_\_\_

Comments: \_\_\_\_\_

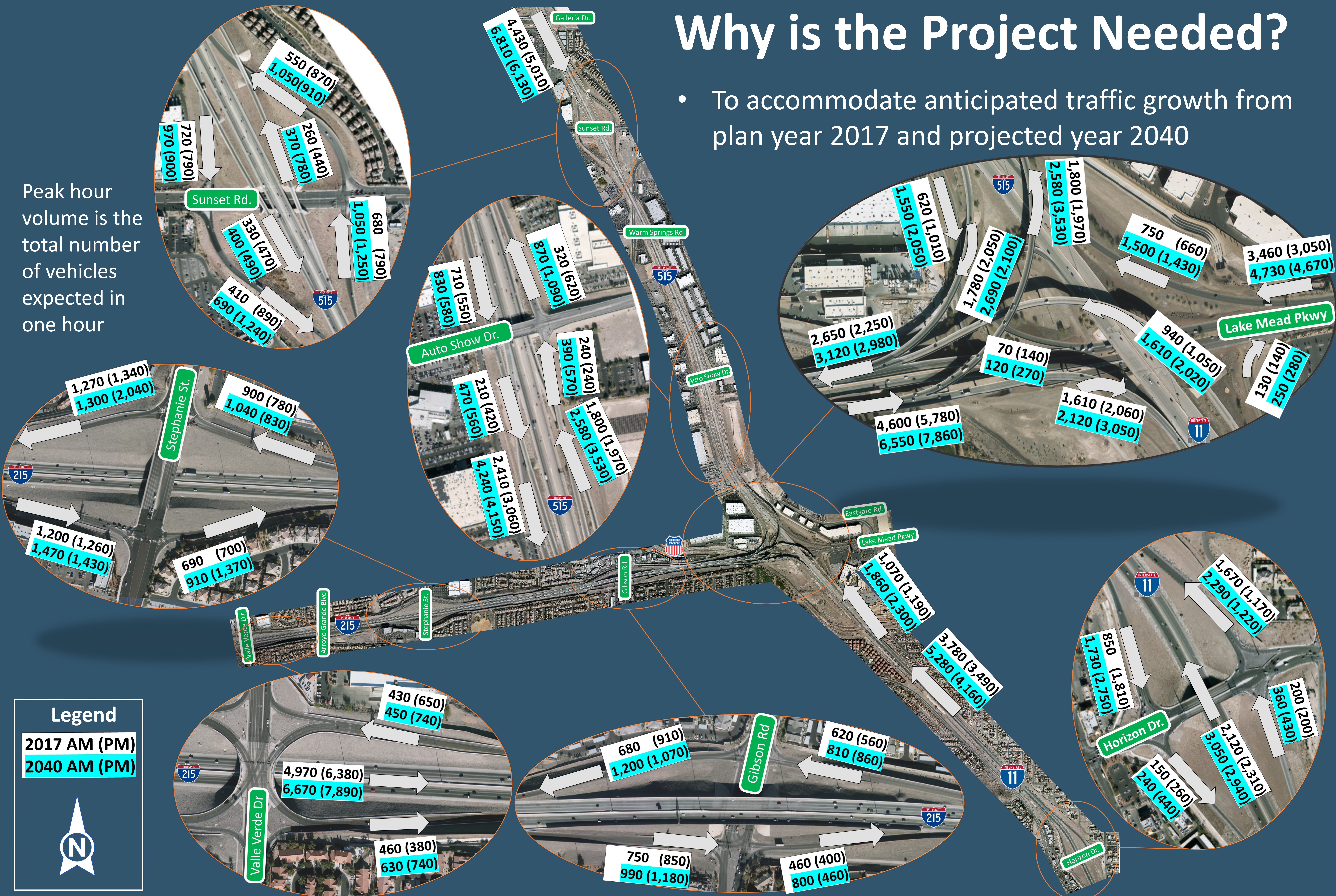
Public Outreach Team Member: \_\_\_\_\_



# Why is the Project Needed?

- To accommodate anticipated traffic growth from plan year 2017 and projected year 2040

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



**Legend**

2017 AM (PM)  
2040 AM (PM)

All information presented is preliminary and subject to revision

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Public Meeting  
7/22/21



## Henderson Interchange Project





# Why is the Project Needed?

- Roadway deficiencies contribute to traffic backups and travel delay
- There is a need to restore local access and connectivity
- Crash rates exceed statewide averages



1 I-215 eastbound to I-11 southbound interchange ramp merges from 2 lanes to 1 lane. This merge results in vehicles waiting in line on the ramp and on I-215 east.

2 The weaving movement on I-215 westbound between the system interchange ramps and the Gibson Road off-ramp resulted in increased travel time and delay. In 2017, I-215 was re-striped and barriers were placed to prevent motorists on Lake Mead Parkway and I-215 West from exiting at Gibson Road. These barriers eliminated access for westbound motorists to exit at Gibson Road.

3 The weaving movement on I-215 eastbound between the Gibson Road on-ramp and the system interchange ramps results in increased travel time and delay. Traffic on eastbound I-215 experiences speeds as slow as 40 miles per hour during the PM peak period. This segment also exceeds statewide average for crashes.

4 The I-215 eastbound system ramp merges on to I-515 northbound, followed by the Auto Show Drive on-ramp merge. These ramp merges occur within about 1/4 mile and do not include an auxiliary or parallel merge lane. These successive merges result in traffic slowing to 50 miles per hour on the freeway.

5 Traffic exiting southbound I-11 to Horizon Drive extends to mainline I-11 as a result of deficiencies along Horizon Drive at the interchange.

6 The southbound I-515 to westbound I-215 system interchange ramp experiences substantial travel delay. Traffic backs up on southbound I-515 and blocks the on-ramp from Auto Show Drive.

7 Westbound Lake Mead Parkway drops from 2 lanes to 1 lane at the system interchange. This lane reduction results in traffic extending to the Lake Mead Parkway and Eastgate Road intersection. Lake Mead Parkway exceeds the statewide average crash rate for urban principal arterials.

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## Henderson Interchange Project





# System Interchange

## Existing (No Build)



## Build Alternative



## Existing (No Build)



## Build Alternative



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# Henderson Interchange Project





# Build Alternative – System Interchange



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7/22/21



## Henderson Interchange Project





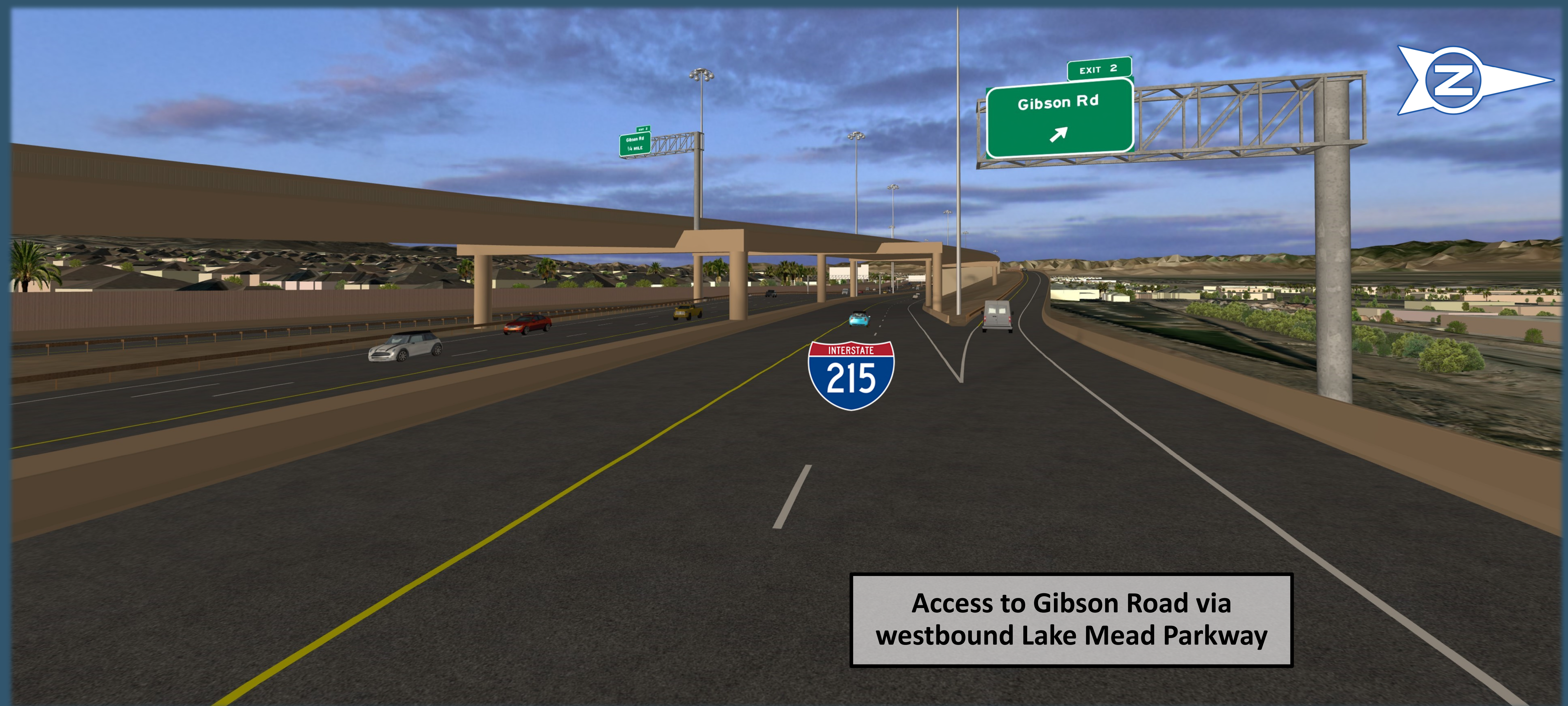
# Traveling from Lake Mead Pkwy to Gibson Road

## Existing (No Build)



In 2017, I-215 was re-striped and barriers were placed to prevent motorists on Lake Mead Parkway and I-215 West from exiting at Gibson Road. These barriers eliminated access for westbound motorists to exit at Gibson Road.

## Build Alternative



The Build Alternative restores access to Gibson Road from westbound Lake Mead Parkway.

Access to Gibson Road via westbound Lake Mead Parkway

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# Henderson Interchange Project





# Project Improvements

Existing (No Build) – Eastgate Road



Build Alternative – Eastgate Road Improvements



Existing (No Build) – Auto Show Drive



Build Alternative – Auto Show Drive Improvements



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Henderson Interchange Project





# Public Comments Received

## Comments

Two Public Information Meetings were held (March 27 and December 5, 2019) during preparation of the Feasibility Study. Two main concerns/issues were raised:

1. Westbound Lake Mead Parkway to I-215 lane “drop”
2. Barrier preventing access from Lake Mead Parkway to Gibson Road

## Responses

The Build Alternative addresses both concerns/issues:

1. Westbound Lake Mead Parkway – 2 through-lanes to I-215 (View 1)
2. Access restored for westbound Lake Mead Parkway to Gibson Road (View 2)

## Build Alternative View 1



## Build Alternative View 2



All information presented is preliminary and subject to revision

Scan this code to access to the project website

