



# 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



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## 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



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## 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- Outdated interchange (mid-1990s) with traffic exceeding original design-year volumes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

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# 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.

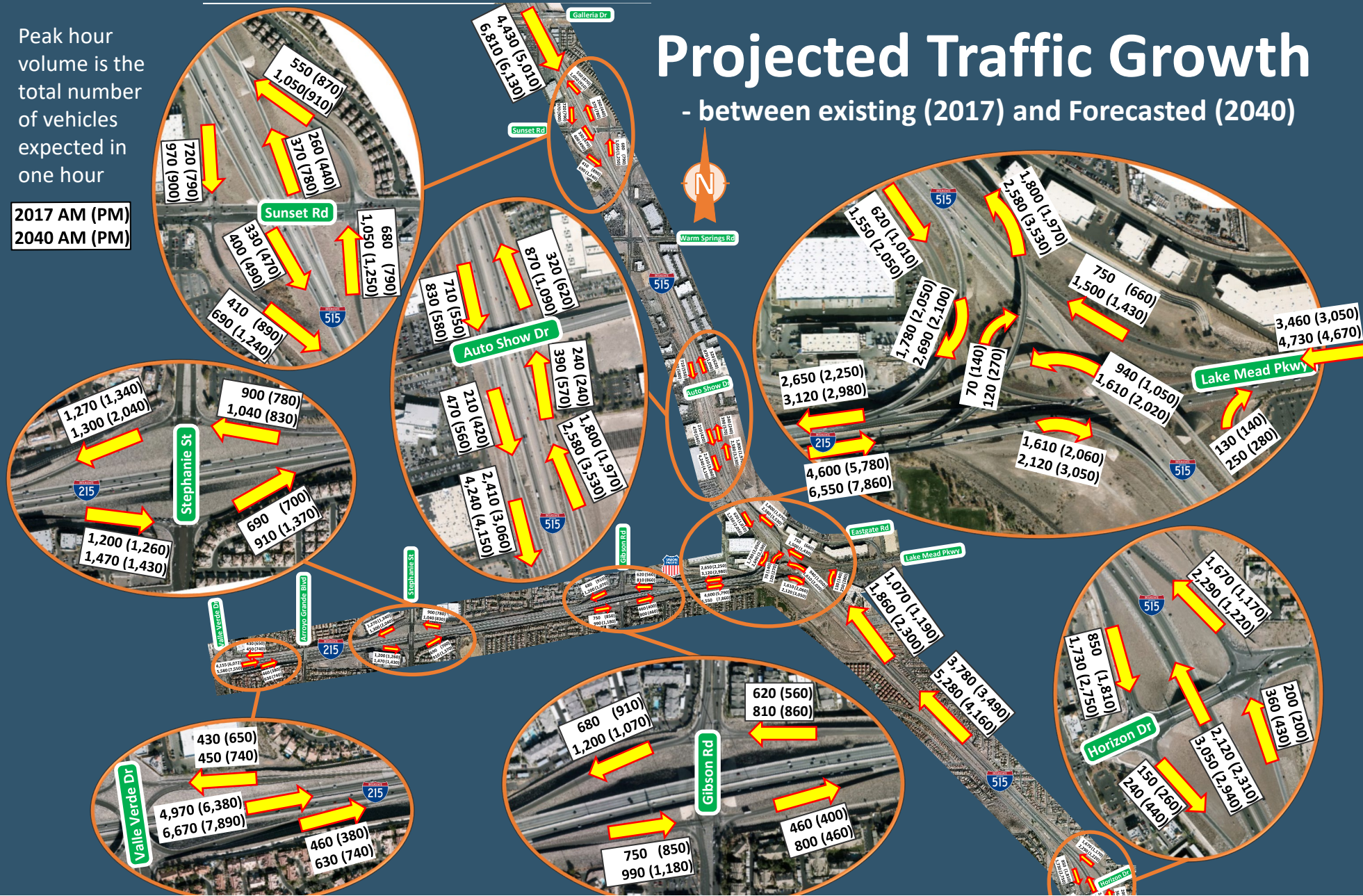
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Peak hour volume is the total number of vehicles expected in one hour

2017 AM (PM)  
2040 AM (PM)

# Projected Traffic Growth

- between existing (2017) and Forecasted (2040)



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# Safety

- Crash locations 2015 to 2017\*



\* NDOT Crash Data

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



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# Congested and Weaving Areas

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



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## 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



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# Purpose and Need

**PURPOSE:** Respond to local and regional plans

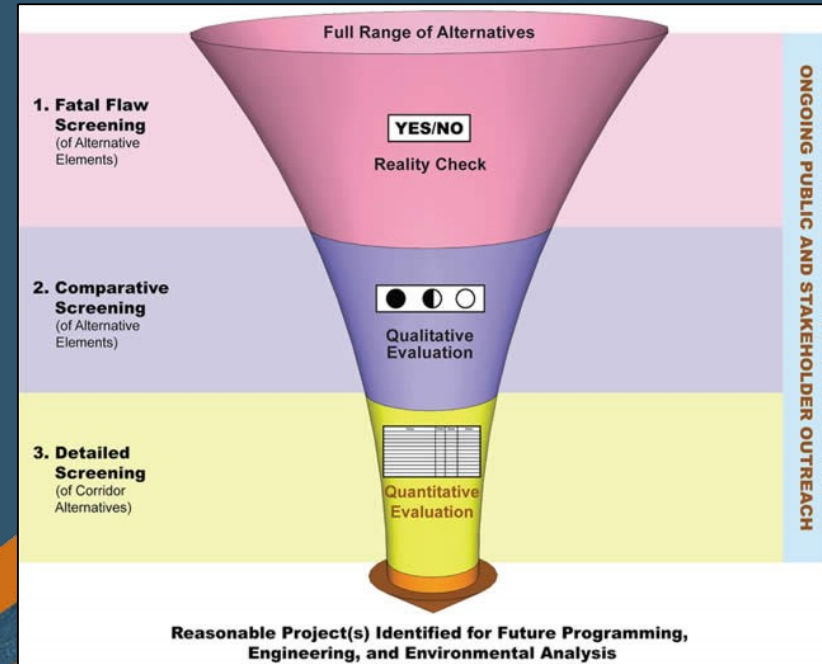
**NEED:**

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


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# 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	<a href="mailto:never2young2retire@gmail.com">never2young2retire@gmail.com</a> 	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	

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# 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

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# 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](mailto:james.caviola@c-agroup.com) with “Henderson Interchange” in the subject line

[www.hendersoninterchange.com](http://www.hendersoninterchange.com)

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



# Henderson Interchange Feasibility Study

# Thank You!

