



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Nevada Division**

October 11, 2022

705 N. Plaza Street, Suite 220  
Carson City, NV 89701  
775-687-1204

In Reply Refer To:  
HAD-NV

Ms. Kristina Swallow, P.E.  
Director  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, Nevada 89712

Dear Ms. Swallow,

**SUBJECT: Finding of No Significant Impact (FONSI) for the Henderson Interchange Project  
Project Number: SP-000M (287), City of Henderson, Clark County, Nevada**

The Nevada Department of Transportation's October 4, 2022, letter requested a Finding of No Significant Impact (FONSI) for the Henderson Interchange Project in the City of Henderson, Clark County, Nevada. FHWA has determined that the project will have no significant environmental impacts. Please refer to the FONSI and its attachments signed in DocuSign.

The Environmental assessment (EA) was approved for circulation on 05/19/2022. A virtual public hearing to provide information on and review of the Environmental Assessment was available at [www.hendersoninterchange.com](http://www.hendersoninterchange.com) from June 8 through July 7, 2022. In addition, an in-person public hearing event was held on June 23, 2022, at Lifeguard Arena, 222 Water Street, Henderson, Nevada.

Based on the information included in the transmittal letter, other documentations from NDOT, the EA and the public hearings transcripts, FHWA made the FONSI determination. If you have any questions please contact Abdelmoez Abdalla at (775) 687-1231 if you have any questions.

Sincerely,

Susan E. Klekar  
Division Administrator  
Federal Highway Administration

TO:

Kristina Swallow, NDOT

[KSwallow@dot.nv.gov](mailto:KSwallow@dot.nv.gov)

CC (via email):

Chris Young, NDOT

My-Linh Nguyen, NDOT

Susan Klekar, FHWA

Joi Singh, FHWA

Jacob Waclaw, FHWA

Abdelmoez Abdalla, FHWA

[CYoung@dot.nv.gov](mailto:CYoung@dot.nv.gov)

[MNguyen@dot.nv.gov](mailto:MNguyen@dot.nv.gov)

[Susan.Klekar@dot.gov](mailto:Susan.Klekar@dot.gov)

[Joi.Singh@dot.gov](mailto:Joi.Singh@dot.gov)

[Jacob.Waclaw@dot.gov](mailto:Jacob.Waclaw@dot.gov)

[Abdelmoez.Abdalla@dot.gov](mailto:Abdelmoez.Abdalla@dot.gov)

Henderson Interchange  
Finding of No Significant Impact

---

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT (FONSI)  
for Henderson Interchange

FHWA Project Number: SP-000M(287)  
State TIP ID: CL20180052  
NDOT Project ID: 74271

## 1. Study Area Description

The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) have prepared an Environmental Assessment (EA) as required by the National Environmental Policy Act (NEPA) for the Henderson Interchange project. The proposed project will reconstruct the Henderson Interchange to increase traffic capacity and reduce travel delays in the vicinity of the interchange of Interstate 11 (I-11), Interstate 215 (I-215), Interstate 515 (I-515), Lake Mead Parkway (SR 564), and the surrounding freeway ramps.

The limits of the project are on I-215 to Valle Verde Drive to the west (a distance of 2.89 miles), on I-515 to Galleria Drive to the north (a distance of 2.98 miles), on I-11 to Horizon Drive to the south (a distance of 2.00 miles), and on Lake Mead Parkway to Van Wagenen Street to the east (a distance of 0.86 mile). See Figure 1 for the project limits.

## 2. Purpose and Need

The purpose of the project is to:

- Eliminate 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.

A combination of the following critical needs demonstrates why improvements must be considered for the Henderson Interchange:

- Roadway deficiencies will continue to contribute to travel delays (see Figure 2).
  1. I-215 eastbound to I-11 southbound interchange ramp merges from two lanes to one lane. This merge results in vehicles waiting in line on the ramp and on eastbound I-215.
  2. The weaving movement on I-215 westbound between the system interchange ramps and 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.

## Henderson Interchange Finding of No Significant Impact

---

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 ¼ mile and do not include an auxiliary or parallel merge lane. These successive merges result in traffic slowing 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 two lanes to one 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
  - Existing travel delays will worsen with projected increases in passenger vehicles, trucks, and public transit vehicles along I-11, I-215, I-515, and Lake Mead Parkway.
  - Connectivity to surrounding roadways needs to be restored to improve access.
  - Traffic safety will further degrade as higher crash rates are experienced in and around the Henderson Interchange.

### **3. Public and Agency Coordination**

Public involvement and agency coordination were conducted prior to and during the development of the EA. Consultation with the Technical Advisory Committee (TAC) included representatives from the City of Henderson, FHWA, NDOT, and Regional Transportation Commission of Southern Nevada (RTC) was conducted as part of the project development process. NDOT met with affected stakeholders to discuss the project and solicit feedback on the proposed improvements. Multiple coordination meetings were held with private stakeholders, local agencies, and private utility companies. The Intent to Study Public Information Meeting was held on July 22, 2021, with a virtual public information meeting available at [www.henderson-interchange.com](http://www.henderson-interchange.com) from July 6 through August 5, 2021.

The EA was approved for circulation by FHWA on May 20, 2022. The Virtual Public Hearing to provide information on the EA and to receive public comments was available at [www.henderson-interchange.com](http://www.henderson-interchange.com) from June 8 through July 7, 2022 and an in-person Public Hearing was held on June 23, 2022 at Lifeguard Arena, 222 Water Street, Henderson, Nevada. The meeting was held from 4:00 p.m. to 7:00 p.m. with a presentation at 5:30 p.m. followed by a question and answer period. Prior to the public meeting, a Transportation Notice was mailed to approximately 28,000 homes and businesses within the project area. Transportation notices (advertisements) were placed in the Las Vegas Review-Journal on June 8, June 22, June 23, and June 30, 2022. An advertisement was placed in the Spanish language paper El Tiempo on June 22 and June 29, 2022. Digital advertisements were placed on the websites of both newspapers from June 8 through July 7, 2022. Hard copies of the EA were also available for review at the James I Gibson Library, 100 W Lake Mead Parkway, Henderson, Nevada.

Henderson Interchange  
Finding of No Significant Impact

---

Approximately 70 people attended the in-person Public Hearing. Attendees could provide comments by speaking with a court reporter, commenting during the question and answer session after the formal presentation, completing the comment form, or by email after the meeting.

The virtual public hearing website ([www.henderson-interchange.com](http://www.henderson-interchange.com)) was accessed approximately 665 times during the 30-day comment period. The website was available in English and Spanish. Comments could be provided by a comment form on the website or by email.

The presentation portion of the hearing was livestreamed on NDOT's Facebook page (@NevadaDOT). The presentation on Facebook had a total of 529 views as of July 5, 2022.

No comment forms were received at the in-person public hearing. There was one statement made to the court reporter, in addition to nine questions from attendees during the question and answer period of the hearing. Appendix A contains a transcript of the public hearing. Twenty-three comments were received via the website or email during the 30-day public review period, which was from June 8 through July 7, 2022.

The comment period was extended to September 16, 2022 to allow for additional agency review. One comment was received during this extended comment period.

Table 1 summarizes comments received and provides responses.

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Julie Galetar</b></p> <ul style="list-style-type: none"> <li>• We already don't have enough police to control speeders in the area. More lanes means more room for speeding. How are we going to control that? There may be a lot of crashes at the moment but at least they're not at 100mph.</li> <li>• Perhaps the Police Department should join on the conversation. I would like to think the two agencies work together to make sure they have ample officers to enforce any impact this would have on illegal activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement of traffic laws is the responsibility of law enforcement agencies and outside of NDOT's jurisdiction, however, we will let them know of the concern.</li> </ul>
<p><b>Dean Elliott</b></p> <ul style="list-style-type: none"> <li>• I love the cross over plan to keep traffic flowing well.</li> </ul>	<ul style="list-style-type: none"> <li>• Thank you for your support and interest in the Henderson Interchange Project.</li> </ul>
<p><b>Ford Wegner</b></p> <ul style="list-style-type: none"> <li>• As a member of the Henderson community to the south side of Interstate 11 (between the Henderson interchange and Horizon Drive) I would like to request that this project consider the addition of a sound barrier along the south edge of the roadway. Nearly all areas in Henderson where a highway backs-up to residential areas, a sound barrier is present - except for this area. See below for a quick sketch. Thank you for your consideration!</li> </ul>	<ul style="list-style-type: none"> <li>• A new soundwall is proposed along southbound I-11 from the UPRR crossing southeast of Acacia Park to the Horizon Drive off-ramp. This soundwall will be approximately 6,240 feet in length and 15 feet in height. Please visit the Traffic Noise and Vibration section of the virtual public hearing (<a href="https://www.henderson-interchange.com/traffic-noise-vibration">https://www.henderson-interchange.com/traffic-noise-vibration</a>) to view exhibits depicting the location of proposed and existing soundwalls.</li> </ul>
<p><b>Branchini (no last name given)</b></p> <ul style="list-style-type: none"> <li>• I have a problem heading west from Henderson on Lake Mead onto the 215. The problem is if you need to get off at Stephanie, you need to make a dive across 3 lanes of traffic at pretty high speed. Making it unsafe and chance of an accident that could have been prevented in the design phase of the project. I think this needs to be looked at closer. Thank you for your consideration.</li> </ul>	<ul style="list-style-type: none"> <li>• Under the Selected Alternative (see Section 4), motorists heading west from Henderson on Lake Mead Parkway will be positioned in the rightmost two lanes of westbound (WB) I-215 unlike the existing condition where motorists from Lake Mead Parkway join westbound I-215 on the left. Motorists will be well positioned to access the right-hand exits to either Gibson Road or to Stephanie Street.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Keith B. Rosenberg</b></p> <ul style="list-style-type: none"> <li>• KISS - Keep It Simple Simpson. Simple for the drivers and safe for the drivers.</li> </ul>	<ul style="list-style-type: none"> <li>• The Selected Alternative is configured to meet applicable design standards for geometric alignments and signing to conform with driver expectations.</li> </ul>
<p><b>Sebastian Trost</b></p> <ul style="list-style-type: none"> <li>• Glad to see this project. The last update seemed like it would help a lot, But seemed to wind up worse, I'd say mostly because most drivers lack basic skills...I'd like to see the 515 to 95 southbound keep two lanes throughout the merge. At least, having the lane go away shortly after the merge creates a mess. Please put a permanent sign on southbound 95 before Horizon that there is a hill and some level of attention is required to maintain speed. Please put a long exit lane from the 515 merge to Horizon so those exiting can drive the 20 MPH they apparently want without slowing down through traffic on south 95. Keeping two lanes on the exit of south 95 to west 515 also would help flow a lot. The current ramp there is marked too slow for the conditions. I can drive my motorhome there at 50 MPH. That may allow traffic to maintain more speed and reduce the delays there. Doing something to spread out the merges from all the different directions would be an improvement. It's a little chaotic with all of them coming together at the same time. I understand there's somewhat limited space but the current layout is pretty unique in my experience in lots of places.</li> </ul>	<ul style="list-style-type: none"> <li>• The Selected Alternative will construct three through lanes connecting southbound (SB) 515 to SB I-11 (US 95) and vice versa. The grade approaching Horizon Drive is not one that is typically signed, and NDOT recognizes that heavily loaded trucks often are unable to maintain highway speeds when traveling up hill, whether signed or not. The Selected Alternative adds auxiliary lanes in both directions of I-11 between Horizon Drive and the system interchange to mitigate the issue you describe with slowing vehicles approaching the interchange and affecting traffic on the mainline.</li> <li>• Please note that several of the existing curves within the interchange are signed for slower speeds because shoulder widths do not accommodate a higher stopping sight distance, not because of sharp curvature or comfort. Your motorhome likely affords you better visibility of vehicles ahead than a motorist in a lower-profile vehicle because you might see better over the railing on the inside curve from your higher vantage point. The Selected Alternative increases shoulder widths to provide better stopping sight distance for all vehicles.</li> <li>• You are correct to note that the close proximity of service interchanges to the main system interchange results in closely spaced merges and weaving. The Selected Alternative increases the merging and weaving distances, but please note that merging and weaving are necessary to make changes to direction of travel within any interchange configuration.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Scott Straily</b></p> <ul style="list-style-type: none"> <li>Is the Henderson Interchange design going to address to the consistent and unsafe traffic jams and backups on I11/95 south bound to the I215 west bound? With the current one one bridge, traffic is either stopped or moving less than 5 mph causing massive ups every weekday morning and afternoons. Vehicles routine block the #2 and 3 lanes making this a very unsafe section of the freeway.</li> </ul>	<ul style="list-style-type: none"> <li>The issue you raised is one of the deficiencies of the existing interchange that was identified for the project. The Selected Alternative will construct a median-to-median connector between I-515 and I-215 that will have two lanes in each direction on opening day and could be restriped to three lanes in each direction when traffic conditions warrant.</li> </ul>
<p><b>Elvis Rowe</b></p> <ul style="list-style-type: none"> <li>When the interchange was restriped, concrete barriers needed to be added in order to prevent those traveling west on Lake Mead onto 215W from crossing several lanes to exit Gibson. This helped increase the safety of the interchange; however, the current build is adding several similar situations.</li> <li>Traffic traveling 215E to 515N will need to cross at least two lanes in order to successfully exit Auto Show. Traveling entering 215E from Gibson will have less than one mile to successfully merge left to transition to 515N. A similar issue currently exists when traffic enters 215E from Gibson and attempts to continue east on Lake Mead Pkwy.</li> <li>The signage for exiting to 215W from 515S is going to cause some serious problems. In the current animations there is signage for exit 23B for 215W which exits to the left. Then after passing under Auto Show there is another sign, on the right, for exit 23C ALSO for 215W. I understand that this exit is intended for those wanting to travel from Auto Show to 215W; however, there are going to be several people, think visitors unfamiliar with the area, who will panic and want to move across from exit 23B to 23C. This is an EXTREMELY hazardous situation. Additionally, you will have traffic</li> </ul>	<ul style="list-style-type: none"> <li>You are correct to note that several of the movements require motorists to merge into traffic and weave over one or two lanes in order to make certain connections with adjacent interchanges. Merging and weaving is necessary with any interchange configuration. The design team considered the anticipated traffic volumes and lengths available for these movements and the traffic safety analysis predicts that these movements can be made successfully based on current design standards.</li> <li>The issue you raised regarding the dual ways that I-515 connects to I-215 via the median connector and from the Auto Show Drive SB on ramp will be resolved by the design team moving forward by relocating signs and relocating exit gores so that it will not be possible for a confused motorist to make the errors you pointed out.</li> <li>In response to the public hearing comments and agency review comments on the draft Change in Control of Access Report (CCAR), gores on the southbound Auto Show Drive on-ramp to I-515 and Gibson Road, and the westbound off-ramp to Gibson Road leading from I-215 and the ramp from Auto Show Drive are reconfigured slightly to improve traffic operations and safety. The southbound median connector from I-515 to westbound I-215 physical gore will be shifted to the north where it overlaps with the southbound Auto Show Drive on-ramp to preclude motorists from weaving from the entrance ramp to the median connector. The gores between the westbound off-ramp to Gibson Road</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Elvis Rowe, continued</b>            entering from Auto Show trying to move across traffic lanes to try to 'make' the 23B exit for 215W. Perhaps this could be solved with relocating the signage to not cause panic in drivers using exit 23B thinking they missed or took the wrong exit.</p> <ul style="list-style-type: none"> <li>• My apologies for commenting twice, but after doing more research on this interchange design I did some digging. The LVRJ had this to say in an article about this project, "A crossover interchange is being considered for the area, which would be unique as there are only two other versions of the road project in the U.S. — one in the Baltimore area and one in Alabama." Doing a search for "Baltimore crossover interchange" and "Alabama crossover interchange" I was only able to find the following interchanges which matched the "crossover" description. If the one in Baltimore is for I-695 then I found the following troubling information about it. It appears that it has since been replaced with a more conventional flyover interchange. "At Exit 33 (I-95/John F. Kennedy Memorial Highway), both highways had crossed over themselves so that all through traffic was on the left side of the road with left-hand entrance/exit ramps connecting the crossover sections. This interchange was replaced in 2014 by a more conventional flyover ramp interchange, as part of the I-95 expansion project under construction since 2007, eliminating the left-turn ramps and I-95's double crossovers. The ramp from northbound I-95 to eastbound I-695 was completed in September 2008, the ramp from westbound I-695 to northbound I-95 was completed in October 2008, the ramp from northbound I-95 to westbound I-695 was completed in</li> </ul>	<p>leading from I-215 and the ramp from Auto Show Drive will overlap to prevent drivers from accessing westbound I-215 from the Auto Show Drive ramp.</p> <ul style="list-style-type: none"> <li>• You are correct that the locations northeast of Baltimore and near downtown Birmingham were constructed decades ago as crossover interchanges and served as the inspiration for the Henderson Interchange Selected Alternative. The crossover interchange in Birmingham was constructed in 1970 and the crossover interchange northeast of Baltimore was constructed some time prior to that. Interstate facilities are designed for traffic volumes projected out to 20 years from the current day, and all interchanges become functionally obsolete when traffic volumes grow to be much larger than the design capacity of the interchange. The fact that both crossover interchanges served for more than four decades is a testament to the original designers. The Selected Alternative for the Henderson Interchange has important differences from the crossover interchanges constructed more than half a century ago. The left-hand entrances and exits are configured as forks, similar to how the southbound airport connector splits to join I-215 south of the airport. Lanes that enter on the left-hand side will be add lanes with no merging immediately required. With the advance signing that meets current design standards and the proliferation of wayfinding apps, left-hand entrances and exits should not be confusing to non-local motorists who are observing the signs and/or guided by the apps on their cell phones.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Elvis Rowe, continued</b></p> <p>November 2008 (eliminating the left-hand exit), and the ramp from eastbound I-695 to southbound I-95 was completed in May 2009. The ramps from southbound I-95 to both westbound and eastbound I-695 were completed in June 2009 and the ramp from westbound I-695 to southbound I-695 was completed in July 2009 and the ramp from eastbound I-695 to northbound I-95 opened in August 2009. In addition to rebuilding these ramps, the project also add four ramps to service the high-occupancy toll lanes being added to I-95."</p> <p>Source: <a href="https://en.wikipedia.org/wiki/Interstate_695">https://en.wikipedia.org/wiki/Interstate_695</a> . (Maryland) Not sure if the I-65 and I-20/I-59 interchange in Birmingham is the second "crossover"; however, I found the following information concerning. "At the north edge of downtown, I-65 reaches the I-20/I-59 intersection (exit 261) with a crossover interchange, often called "Malfunction Junction", through which the highway has five lanes, continuing on northward with four." Source: <a href="https://en.wikipedia.org/wiki/Interstate_65_in_Alabama">https://en.wikipedia.org/wiki/Interstate_65_in_Alabama</a></p>	
<p><b>FG Voltz</b></p> <ul style="list-style-type: none"> <li>That Clark County's population has grown doesn't necessarily mean that road demand through this intersection has similarly grown. Project Neon spent \$1 billion plus and did little to improve congestion problems in downtown LV. I fear the same result with proposed "improvements" to the I-215/I-11 interchange in Henderson. There are a number of problem areas.</li> </ul>	<ol style="list-style-type: none"> <li>1. The SB on ramp from Sunset onto I-515 goes from three lanes to one to accommodate ramp metering and that condition will be retained by the Selected Alternative. The entrance ramp will come on to I-515 as an additional lane with no need to immediately merge into the mainline.</li> <li>2. With the Selected Alternative, eastbound (EB) 215 to SB I-11 will be accomplished by means of a two-lane exit ramp positioned near Gibson Road. The two lanes will be continuous and will enter SB I-11 as additional lanes with no need to immediately merge into the mainline. The rightmost lane becomes an auxiliary lane with the adjacent lane having the choice of also exiting to Horizon Drive or continuing on I-11.</li> </ol>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>FG Voltz, continued</b></p> <ol style="list-style-type: none"> <li>1. The SB onramp from Sunset onto I-11 goes from three lanes to one, then allows an insufficient acceleration lane to merge into traffic. The backup on the freeway itself to exit onto WB I-215 creates an incredible accident hazard because the SB I-11 merge into WB I-215 narrows from two lanes to one.</li> <li>2. EB I-215 to SB I-11 quickly narrows from four lanes down to three, with insufficient off-ramp capacity at Horizon Drive, backing up traffic, just as merging, through-traffic is trying to climb a lengthy and steep grade. the offramp itself arbitrarily narrows from two lanes to one before even reaching I-11.</li> <li>3. The same problem exists on the connector between NB I-11 and WB I-215, where two lanes narrow to one before even reaching I-215.</li> <li>4. Unless NDOW adds real lane capacity, not gimmicks, this project will do little to minimize future congestion.</li> <li>5. The work needs to be consistently at night, not during commute times and other heavy traffic times of daylight hours. This should be a requirement for all road projects, both at NDOT and local agencies. There's no point in having massive construction zones for extended periods of time when no actual work occurs. . . a problem throughout the LV Valley that needlessly snarls traffic.</li> </ol> <ul style="list-style-type: none"> <li>• Thanks for the response, but it does not cover all the issues raised and some additional ones flowing from further reflection on the massive impacts of this proposed project. In your item #1 response, there is presently no meaningful acceleration lane for SB I-515 at Sunset. It is a major problem on a regular basis and has nothing to do with the</li> </ul>	<ol style="list-style-type: none"> <li>3. With the Selected Alternative, northbound (NB) I-11 to WB I-215 will be accomplished with a two-lane exit ramp close to the existing location. The two lanes will be continuous and will enter WB I-215 alongside two lanes coming from Lake Mead Parkway.</li> <li>4. The Selected Alternative adds capacity to the interchange area with nearly 19 more lane-miles than in the No Selected Alternative. Traffic analysis predicts satisfactory performance for traffic volumes in the 2040 design year.</li> <li>5. NDOT endeavors to minimize impacts to motorists during construction and does require that certain elements of work be accomplished during off-peak times such as overnight. Please note, however, that when existing bridges, roadways, retaining walls, etc. must be demolished to allow for new construction, the time to demolish and replace these elements can be measured in weeks and months, and cannot be accomplished with an overnight closure.</li> </ol> <ul style="list-style-type: none"> <li>• You are correct to note that in the existing condition, the southbound entrance ramp from Sunset Road to I-515 has a tapered merge onto SB I-515 and it is currently necessary for vehicles to accelerate to highway speed to complete a successful merge. The proposed entrance will come alongside I-515 with no need to merge. If your destination is other than heading east on Lake Mead Parkway, you will have more than a mile to come up to speed and merge over to the left before the lane that comes on from Sunset Road exits towards downtown Henderson just south of Auto Show Drive.</li> <li>• You are correct to note that the metered ramp only operates during peak traffic periods. During other times, the three lanes at the stop bar are unneeded and drivers entering from Sunset can choose their path in light traffic to the single lane that enters I-515.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>FG Voltz, continued</b>  metered ramp, which is not operating most hours of the day. There needs to be a far more gradual and lengthy acceleration lane on the freeway itself to prevent accidents and I don't see specifics of that in the plan. How long will the new acceleration ramp be? Because of the many near accidents from drivers who cannot merge safely, I presently take surface streets down to the Auto Center Drive onramp to avoid this dangerous juncture that was poorly engineered; it is also a problem at the SB-515 Galleria Drive on-ramp which abruptly ends in the same dangerous way after an expansive, lengthy two-lane approach narrows to one. If anything, the SB 515 Galleria Drive on-ramp should merge onto the freeway far earlier so drivers don't have to deal with the Sunset on-ramp merging traffic impact, which bollixes up both through and merging traffic. In your item #3, please explain how two lanes will be available for NB-515/11 to WB-215 given existing, full capacity of the available land at the end of the connector ramps (two lanes from Lake Mead Parkway onto WB-215 narrowing to one, a truncated one lane from NB 515/11 when the over crossing narrows from two lanes to one lane before it passes over Lake Mead Parkway. and one lane for SB-515/11 to WB-215, Assuming the land problems have been worked out, will the NB-515/11 connector to the WB-215 be unavailable to traffic over many months because NDOW will destroy the existing overcrossing or will the existing ramp continue to be available while a new one is built? Right now there are only three through-traffic lanes on WB-215, with a short fourth lane from the interchange to Gibson that forces traffic off the freeway unless a driver quickly merges, so where all the</p>	<ul style="list-style-type: none"> <li>• The Selected Alternative SB on ramp from Galleria Drive will come alongside I-515 with no need to merge similar to the on-ramp from Sunset Road. That lane will ultimately become the right lane of I-11 and continue south of Horizon Drive.</li> <li>• The crossover configuration of the Selected Alternative allows for widening of the highways and ramps within existing right-of-way. NB I-11 currently joins with WB I-215 on the right-hand side adjacent to the Thatcher Chemical plant. With the crossover configuration, two lanes from NB I-11 will come alongside two lanes from Lake Mead Parkway on the left side where there is available right-of-way, and all four lanes will continue west and ultimately join with I-515 traffic from the median connector.</li> <li>• Construction phasing to determine how to maintain traffic during construction has not been finalized, but concepts developed to date show that it will be possible to construct the new northbound to westbound flyover bridge and ramp prior to demolition of the existing flyover bridge. As with any construction project, there will be temporary construction impacts, but the highway will remain open during construction with traffic maintained.</li> <li>• The median connector in the Selected Alternative that carries traffic in both directions between I-215 and I-515 will be opened as two lanes in each direction with very wide left shoulders. Both directions could be changed to three lanes in each direction in the future, striped either as general-purpose lanes or as high occupancy lanes, depending on the needs at that future date.</li> <li>• The land needed for the additional lanes is coming from the existing right-of-way that NDOT acquired for the original interchange. No new permanent right-of-way is needed for the project. Retaining walls will be used to construct roadways at different elevations next to each other to maximize the use of existing right-of-way.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>FG Voltz, continued</b>            new land comes from to go from three to six lanes on WB-215 is concerning. Two merging lanes from SB I-515 onto WB-215 would alleviate the frequent bottlenecks that back up SB I-515 well before Galleria, assuming land capacity. Driving around the Las Vegas Valley on a regular basis, I have found it is littered with highway construction zones where nothing is happening for an extended period of time, but lane capacity is arbitrarily reduced. That suggests that whatever NDOT and the local agencies are doing needs tighter project management timelines and scheduling in order to minimize driver disruptions, unnecessary bottlenecks and keep traffic flowing. Does there need to be a supplemental financial incentive to the contractors in order to complete these projects sooner rather than later?</p>	<ul style="list-style-type: none"> <li>• Please be assured that NDOT and Nevada’s construction contractors endeavor to complete construction projects as expeditiously as practical. Much of our infrastructure is buried underground, including storm drains, sanitary sewers, gas, electric, communications, etc. There may be times when you are seeing traffic restrictions for work that is not readily visible to the motoring public as you pass through the construction site, or the work might be performed at off-peak travel times. Major projects such as the Henderson Interchange often have incentive clauses to pay more for early completion, and the time to complete the work is often a factor in selecting a design-build contractor.</li> </ul>
<p><b>Kathi (no last name given)</b></p> <ul style="list-style-type: none"> <li>• FINISH CENTENNIAL FIRST. We have waited decades to have direct access from 95 to 215 in all directions. The project is proceeding at less than a snail’s pace. Please give it more priority and GET IT DONE.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT endeavors to coordinate the work of adjacent projects to manage construction related impacts on motorists. The transportation needs for the state are large and it is oftentimes necessary for multiple projects to move forward simultaneously so that transportation needs can be met. Centennial Bowl construction is anticipated to be completed in early 2024, and Henderson Interchange construction is anticipated to start in the latter part of 2024.</li> </ul>
<p><b>Dee Faires</b></p> <ul style="list-style-type: none"> <li>• Not sure who thought that one lane was enough but it’s not! I regularly sit in line trying to get from Horizon to the 215, where it narrows to one lane and people race ahead in the right lane then try to merge back over and cut off all those that waited patiently, its road rage waiting to happen. Terrible design.</li> </ul>	<ul style="list-style-type: none"> <li>• With the Selected Alternative, NB I-11 to WB I-215 will be accomplished with a two-lane exit ramp close to the existing location. The two lanes will be continuous and will enter WB I-215 alongside two lanes coming from Lake Mead Parkway.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Dee Faires, continued</b></p> <ul style="list-style-type: none"> <li>WOW THAT IS QUICK~!!!! First, My apologies, after (sorry) I sent my email I actually took the time to review the virtual site and found the plan with the animations (very helpful). Super excited to get that improved.</li> </ul>	
<p><b>Ed McGuire</b></p> <ul style="list-style-type: none"> <li>NDOT and Dave have done a brilliant job looking at all the alternatives, selecting great options and staying in touch with the City and the public. This is the best project web site I have ever seen! Thanks for the great work!</li> </ul>	<ul style="list-style-type: none"> <li>NDOT looks forward to continuing our partnership with the City of Henderson and we appreciate the effort and teamwork provided by your department.</li> </ul>
<p><b>Gary Ackerman</b></p> <ul style="list-style-type: none"> <li>Whatever you do, PLEASE make the transfer lanes at least two lanes wide. I don't understand why all the major "upgrades" downtown, I-15 &amp; 215, etc. all end up with single lane transfers and they always back up and cause accidents and delays.</li> </ul>	<ul style="list-style-type: none"> <li>The issue you raised is one of the deficiencies of the existing interchange that was identified and is the purpose and need for the project. The Selected Alternative will construct connections with the following continuous lane configurations: <ul style="list-style-type: none"> <li>NB I-11 to NB I-515 – Three continuous lanes</li> <li>SB I-515 to SB I-11 – Three continuous lanes</li> <li>EB I-215 to EB Lake Mead Parkway – Two continuous lanes</li> <li>WB Lake Mead Parkway to WB I-215 – Two continuous lanes</li> <li>NB I-11 to EB Lake Mead Parkway – Low volume movement, one continuous lane</li> <li>NB I-11 to WB I-215 – Two continuous lanes</li> <li>SB I-515 to EB Lake Mead Parkway – Two continuous lanes</li> <li>SB I-515 to WB I-215 – Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>EB I-215 to NB I-515– Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>EB I-215 to SB I-11 – Two continuous lanes</li> </ul> </li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<b>Gary Ackerman, continued</b>	<ul style="list-style-type: none"> <li>○ WB Lake Mead Parkway to NB I-515 – Moderate volume movement, two lanes depart from Lake Mead Parkway and merge into one before entering the mainline</li> <li>○ WB Lake Mead Parkway to SB I-11 – Low volume movement, one continuous lane.</li> </ul>
<b>Chris (no last name given)</b> <ul style="list-style-type: none"> <li>● Good afternoon, I wanted to ask about CL20200029 - HENDERSON INTERCHANGE FROM HORIZON DR TO GALLERIA DR AND FROM VAN WAGENEN ST TO VALLE VERDE DR. I took a look at the webpage, but it didn't tell me everything I wanted to know. Can you please tell me the current status of the project and when the ROW and construction phase will begin?</li> </ul>	<ul style="list-style-type: none"> <li>● The project is currently in the NEPA (environmental study) phase, and we anticipate that the project will transition to procuring a design-build contractor starting this fall. No new permanent right-of-way is needed to construct the Selected Alternative. The process to acquire temporary construction easements for reconstruction of adjacent driveways as needed for properties along Lake Mead Parkway could begin this coming year once the right-of-way setting has been completed. Construction could begin sometime in 2024 pending availability of funding for the project.</li> </ul>
<b>Alece Denning</b> <ul style="list-style-type: none"> <li>● I am writing to voice opposition to adding to the Henderson spaghetti bowl. We don't need more road, we need fewer cars on the road. We need to make do with what we have. I am in favor of making public transportation better for people who cannot afford to drive, and for people whose disabilities make them unable to drive. If we get more people on public transport, people who actually want to drive can use the existing roads.</li> </ul>	<ul style="list-style-type: none"> <li>● NDOT supports the transit services provided by RTC and providing equitable transportation services to all residents of Nevada. The Henderson Interchange project will improve local circulation and restore connectivity for local residential areas and businesses in the project area.</li> </ul>
<b>Debra DiCato</b> <ul style="list-style-type: none"> <li>● Please do not begin this project until the Spaghetti Bowl and Centennial Bowl are completed. We need alternate route choices and this will limit them.</li> </ul>	<ul style="list-style-type: none"> <li>● NDOT endeavors to coordinate the work of adjacent projects to manage construction related impacts on motorists. The transportation needs for the state are large and it is oftentimes necessary for multiple projects to move forward simultaneously so that transportation needs can be met. Project NEON at the Spaghetti Bowl has been completed and the adjacent work on US 95 is scheduled to be completed in the next 12</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<b>Debra DiCato (continued)</b>	months. Centennial Bowl construction is anticipated to be completed in early 2024, and Henderson Interchange construction is anticipated to start in the latter part of 2024. Work on the Henderson Interchange will also be coordinated with other projects on I-515 that are widening the freeway near Charleston Boulevard and rehabilitating the roadway between the Henderson Interchange and the I-515/Charleston project.
<b>Sibilla Merlo</b> <ul style="list-style-type: none"> <li>• The current design results in excessive noise from traffic (especially in the winter when prevailing winds are from the north) for homes near HR &amp; Gibson. Better noise reduction is needed than we have now. Vehicles accelerate to deal with the elevation changes at this freeway junction and the ramps that rise above it - and it impacts people's sleep and quality of life - even though we don't seem that close to the freeway.</li> <li>• The current design fails to mitigate effects of traffic noise for homes along horizon ridge. It's bad. Please make this more of a priority this time.</li> </ul>	<ul style="list-style-type: none"> <li>• The Selected Alternative includes soundwalls along both sides of I-11 between the interchange with Horizon Drive and the UPRR rail crossing southeast of Acacia Park. The Selected Alternative includes a soundwall along the south side of I-215 from Gibson Road to the UPRR crossing north of Acacia Park. These soundwalls will provide better noise mitigation than would be experienced in the No Build condition.</li> </ul> <p>The proposed traffic noise mitigation is in compliance with current NDOT Policy and FHWA regulations.</p>
<b>Rajiv Kishore</b> <ul style="list-style-type: none"> <li>• As NDOT is headed for public comment this week on the proposed Henderson Interchange, I implore the department to reconsider the continuance of the sound wall on I-11 South of Horizon to College Drive. The Mission Hills Estates subdivision butts against I-11 causing a multitude of issues for residents. The interchange project summary states that in 2020, 191,000 vehicles traveled daily through the interchange and it is expected to double by 2040. There is no dispute about the sheer volume of traffic (which is also comprised largely of commercial vehicles and tractor trailers).</li> </ul>	<ul style="list-style-type: none"> <li>• The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you.</li> </ul> <p>The proposed traffic noise mitigation is in compliance with current NDOT Policy and FHWA regulations.</p>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Rajiv Kishore, continued</b></p> <p>One of the major contributing factors to our dilemma is I-11 has a sizeable grade running North and South of College drive. This grade causes commercial vehicles to use their compression breaks at the start of the grade until level, and vehicles on the opposite side to aggressively accelerate to board the interstate. These two points are exactly at the starting and middle point of the subdivision. Our community residents are completely overwhelmed by the 24 hour noise, odor of emissions, and debris. Two additional concerns to note are, 1) the increasing number of random shootings occurring from the interstate. These occurrences have greatly impacted the residents causing harm and fear. One of the shootings resulted in bullets penetrating a bedroom wall. 2) some of our bedroom windows are exactly 96 feet from the interstate. Due to this close proximity, the constant noise has and continues to cause health issues among our residents. My statement can be supported by the dozens of studies linking excessive noise with brain and cardiovascular issues. I believe our residents deserve a chance to live and raise their families in a peaceful, safe environment, free from excessive noise and toxins. I am confident by NDOT continuing the sound wall, it will do just that. Thank you in advance for your compassion and consideration!</p>	
<p><b>Roger Johnson</b></p> <ul style="list-style-type: none"> <li>• Great another project that NDOT is not going to get correct, and will have to come back and "fix" several more times.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will design and construct the Henderson Interchange project as an effective transportation solution for a safe and connected Nevada.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Anthony Faoro</b></p> <ul style="list-style-type: none"> <li>Not only is this project a tremendous and unnecessary risk to the environment and people's health it is a huge waste of over one quarter of a billion dollars. Not only is it not needed but the remedy is easily available and a quick fix. Simply closing the Gibson on-ramp to South 215 and re-lining the exit lanes to the North and South I-95 the majority of traffic issues that currently exist will be removed. Eliminating incidents from the merging traffic going across each other will almost entirely end and thus the only issue will be the traffic flow of I-95 in both directions. This would then not increase already dangerous vibration issues suffered by many residents living close to the freeway. Please do not proceed with this waste of life and money without exploring the option I have presented.</li> </ul>	<ul style="list-style-type: none"> <li>Closing the Gibson Road on-ramp will not meet the purpose and need of the Henderson Interchange project, specifically the need to restore and maintain local traffic connectivity. The Henderson Interchange project eliminates other existing roadway deficiencies not just the weaving movement along eastbound I-215 and the system interchange.</li> </ul>
<p><b>Marco Velotta</b></p> <ul style="list-style-type: none"> <li>In general, I think some of these improvements will be helpful, including restoration of access to Gibson, but I do lament the fact that we're already replacing a system interchange that was opened in the mid-2000's. That said, please consider: *Coordinating with CCSD on construction and bus schedules (particularly for the magnet programs). My kids attend McCaw ES - that and other schools have scheduled service that goes through the interchange AM/PM. It's already bad, but construction will make it worse, whether picking up directly or them taking the bus. They can't afford to be arriving at school late every morning, nor arriving at their afternoon stop (Greenspun MS) at random, unpredictable times.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will develop a plan to communicate with the public and property owners, including Clark County School District, regarding construction schedule, street closures, and detours throughout construction.</li> <li>Planning documents available from the City of Henderson Parks and Recreation department currently do not show plans for a connection between the UPRR Trail, 215 Trail, and Lake Mead Parkway. We will share this request with the City of Henderson.</li> <li>RTC currently provides express service from Henderson to downtown Las Vegas via the Boulder Highway Express (BHX) route.</li> <li>The current Southern Nevada HOV plan does not identify HOV lanes through the Henderson Interchange, however, the proposed improvements, such as additional roadway pavement and wider bridge</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Marco Velotta, continued</b></p> <p>*If possible, consider direct access between UPRR and 215 Trail and Lake Mead. While there is access via the UPRR Trail, a direct connection would be helpful to have through the interchange as opposed to deviating an extra mile south following the tracks (it'd be a connection similar to what's being done on the Northern Beltway Trail at the Centennial Bowl interchange).</p> <p>*Transit service, current and future - although not in place now, having RTC restore express service between Henderson and Las Vegas (via 515 or 215) would be a helpful alternative, provided it's routed around the interchange.</p> <p>*Support for direct HOV-HOV access 215-515.</p>	<p>decks, could be converted for HOV lanes with a re-striping project when needed as the HOV network is developed.</p>
<p><b>Ken Freeman</b></p> <ul style="list-style-type: none"> <li>• This issues with the interchange are very easy to identify if you live in the area and drive it daily . The 1st is there is no truck lane for slow vehicles . thousands of trucks travel south to I-11 and construction rock trucks drive to the gravel pits in the Eldorado area every day and are a problem for traffic. The next is 215 east to 515 south needs 2 lanes all the way to ease traffic flow and one lane just to horizon from the ramp just for all the local traffic to exit at horizon and 50% of the vehicles that exit get off at horizon. The north bound 515 at lake mead needs to have it's lane that does not stop with a new lane in front of the fiesta casino . and last the recent moving of lanes going west on 215 really messed up traffic to fix this we need two lanes getting on going west on 215 , to do this one extra lane on the ramp from 515 north to 215 west . on another note the other end of 215 and I-15 is just as bad if not worse</li> </ul>	<ul style="list-style-type: none"> <li>• The Selected Alternative will include two lanes on the I-215 eastbound to I-11 southbound ramp, eliminating the merge to one lane. An auxiliary lane will be added on I-11 between the system interchange and the Horizon Drive interchange. The auxiliary lane is anticipated to prevent backups and slowdowns at the Horizon Drive interchange from impacting traffic flow on I-11.</li> <li>• Northbound I-11 exit to eastbound Lake Mead Parkway will have one continuous lane merging to Lake Mead Parkway which becomes a right-turn only lane at Fiesta Henderson Boulevard.</li> <li>• The Selected Alternative includes two lanes for westbound Lake Mead Parkway through the system interchange. Lake Mead Parkway will be four lanes in each direction between Eastgate Road/Fiesta Henderson Boulevard and Van Wagenen Street. The Selected Alternative also includes a two-lane ramp from northbound I-11 to westbound I-215. These two lanes will be continuous and enter westbound I-215 alongside two lanes coming from Lake Mead Parkway.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<p><b>Jacqueline Faoro</b></p> <ul style="list-style-type: none"> <li>• This project is not needed. To alleviate crashes, all you need to do is close the Gibson on ramp Eastbound. Then no one will be trying to merge across all the lanes, and traffic will be much smoother.</li> <li>• Sound walls will do nothing to alleviate the already loud downshifting of semi trucks. The vibrations which shake our entire house will increase, producing more nerve response, worsening my husband's autoimmune diseases.</li> <li>• Come on over and hang out in my backyard during rush hour. Then tell me there isn't a carbon monoxide problem. Now you'd like to exacerbate this by bringing in construction equipment to belch out their exhaust.</li> <li>• I fail to see how "community cohesion" will be improved, since the the noise, exhaust, and visual deterioration of our landscape will force people to hunker down inside their homes, not be social butterflies enjoying block parties and barbeques.</li> <li>• You don't need to spend all this money. There are less invasive and better fixes to make traffic flow easily. And you can't predict future growth for a city that will soon be out of water. This project is a waste of time and resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Closing the Gibson Road on-ramp would not meet the purpose and need of the Henderson Interchange project, specifically the need to restore and maintain local traffic connectivity. The Henderson Interchange project eliminates other existing roadway deficiencies not just the weaving movement along eastbound I-215 and the system interchange.</li> <li>• The existing and proposed soundwalls will reduce the traffic noise levels below the federal noise abatement criteria and are consistent with NDOT's Traffic and Construction Noise Analysis and Abatement Policy and federal regulations.</li> <li>• Project construction will result in short-term, temporary, emissions of fugitive dust and equipment-related exhaust emissions. Equipment used for construction will comply with EPA's emissions standards for on-road vehicles and off-road construction equipment. NDOT will require its construction contractor to comply with applicable dust-control requirements in the Clark County Department of Air Quality regulations and implement best management practices to minimize emissions from construction.</li> <li>• The project is included in the conforming Regional Transportation Plan and Transportation Improvement Program which demonstrates that the project was evaluated for regional impacts, meets the planning and regional requirements for demonstration of federal conformity, and is consistent with local air quality planning efforts.</li> <li>• Following EPA criteria, NDOT determined that the project would not be a Project of Air Quality Concern (POAQC). A memorandum documenting NDOT's determination was submitted to RTC's Air Quality Interagency Consultation Group for discussion. On July 27, 2021, RTC's interagency consultation group, consisting of representatives from EPA, FHWA,</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comments Received During the 30-Day Public Comment Period</b>	
<b>Comment</b>	<b>Response</b>
<b>Jacqueline Faoro, continued</b>	<p>NDOT, DAQ, and RTC concurred with the NDOT conclusion that the project is not of air quality concern, and further quantitative hot-spot analysis is not needed to demonstrate conformity.</p> <ul style="list-style-type: none"> <li>• The project is not expected to cause or contribute to new localized PM 10 violations. The project will meet the conformity requirements of 40 CFR 93.116.</li> <li>• Hot spot modeling results demonstrated that the CO concentrations at these intersections would not exceed the 1-hour or 8-hour CO air quality standards.</li> <li>• The Selected Alternative will improve community cohesion by restoring connectivity from westbound Lake Mead Parkway to Gibson Road and by providing access to and from Auto Show Drive and I-215/Lake Mead Parkway.</li> </ul>

**Table 1. Public Comments and Responses**

**Oral Statement Provided to Court Reporter at Public Hearing**

Comment Summary	Response
<p><b>Commentor Hendrickson</b></p> <ul style="list-style-type: none"> <li>The overhead signs getting off the 215, getting off the exit to the 215 and Lake Mead, currently the signs are too far forward. People getting over, they don't know what they're going to go in. People think they have to be on the right lane, and they have to be in the left lane and they cut across to the 215. The sign's too far forward. The exit sign's not far enough out. That make sense?                      And the entrance to the – Sunset so they won't – won't use that lane anymore. Currently they're losing the entrance on Sunset. I'm not sure that's part of the change they make. That's because you're merging onto the freeway. So I'm not sure if – I think he said that's a part of the change they're making, but yeah.                      They need to make the signage sooner than the exits. Those are the main issues we're having. People come across because they think it's this lane, but then by the time you show it, you've already moved over.                      Make sure all the signage are enough for people to change lanes. Because otherwise you're going to have people like this (indicating).                      On the 515 Sunset entrance, Galleria comes in right before that, well, everyone's in that right lane and they merge – when you get on sunset, they merge onto the main lane, and no one lets you on. You know that I'm talking about? Come on here merging (indicating) onto here, Galleria comes on here, and then all those people are still in that lane. People stay in this lane, they exit out to the 215. That has to be fixed because there's going to be accidents in there soon if there hasn't been one already.</li> </ul>	<ul style="list-style-type: none"> <li>Under the Selected Alternative, the overhead signs will be positioned to better direct motorists to the correct lane for their exit.</li> <li>In the existing condition, the southbound entrance ramp from Sunset Road to I-515 has a tapered merge onto SB I-515 and it is currently necessary for vehicles to accelerate to highway speed to complete a successful merge. The proposed entrance will come alongside I-515 with no need to merge. If your destination is other than heading east on Lake Mead Parkway, you will have more than a mile to come up to speed and merge over to the left before the lane that comes on from Sunset Road exits towards downtown Henderson just south of Auto Show Drive.</li> <li>The Selected Alternative SB on ramp from Galleria Drive will come alongside I-515 with no need to merge, like the on-ramp from Sunset Road. That lane will ultimately become the right lane of I-11 and continue south of Horizon Drive.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Becky Grismanauskas</b></p> <ul style="list-style-type: none"> <li>I have a couple of questions regarding the use of the non-potable water that you're going to be using for the construction. Since there's so much going on now around Henderson and Black Hills, etc., how is it regulated? Would it ever come to be that you would ever have to use the good water out of the lake? How is the water actually regulated between you and construction companies currently using the huge truckloads? I did not know that they could use regular water other than non-potable water for basically what I'm referring to is the way water is sprayed to keep the dust down.</li> </ul>	<ul style="list-style-type: none"> <li>NDOT will require its construction contractor to comply with applicable dust-control requirements in the Clark County Department of Air Quality regulations.</li> <li>NDOT will comply with Nevada Revised Statutes (NRS) Chapter 533 and 534. Water for construction projects will ensure that any water used on a project for any manner of use shall be provided by an established utility under permit or temporary change application or waiver issued by the State Engineer's Office with a manner of use acceptable for the suggested project's water needs.</li> </ul>
<p><b>Mary Moebis</b></p> <ul style="list-style-type: none"> <li>I'm wondering how this is going to affect the entrance onto Lake Mead and going up onto 215 and 95 when you start all this work.</li> </ul>	<ul style="list-style-type: none"> <li>There will be dual left-turn lanes at the Lake Mead Parkway/Fiesta Henderson intersection. To get onto I-515 northbound from Lake Mead Parkway in the westbound direction will be a two-lane ramp that will merge into one-lane and enter I-515 near Auto Show Drive. Three lanes on Lake Mead Parkway will continue past this point; one lane will exit to SB I-11 and two continuous lanes will lead to westbound I-215.</li> <li>Access will be maintained in all directions at the Lake Mead Parkway/Fiesta Henderson intersection during construction with potential intermittent detours to be determined during final design.</li> </ul>
<p><b>Berle Berson</b></p> <ul style="list-style-type: none"> <li>I don't believe you addressed the obstruction of traffic, local traffic during the construction period. Will there be any disruption of local traffic?</li> </ul>	<ul style="list-style-type: none"> <li>The staging plan for construction has not been developed or finalized. As with any construction project, there will be temporary construction impacts, but the highway will remain open during construction with traffic flow maintained.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Mary (No Last Name Provided)</b></p> <ul style="list-style-type: none"> <li>The question I have is the congestion getting on the freeway, the onramps on Galleria, Sunset, and Auto Show, will those be addressed? And I'm talking about all of them going southbound. Will those be changed? Are they going to be the same?</li> </ul>	<ul style="list-style-type: none"> <li>Under the Selected Alternative, the Sunset on-ramp will come alongside I-515 with no need to merge. If your destination is other than heading east on Lake Mead Parkway, you will have more than a mile to come up to speed and merge over to the left before the lane that comes on from Sunset Road exits towards downtown Henderson just south of Auto Show Drive.</li> <li>The Selected Alternative SB on ramp from Galleria Drive will come alongside I-515 with no need to merge, like the on-ramp from Sunset Road. That lane will ultimately become the right lane of I-11 and continue south of Horizon Drive.</li> </ul>
<p><b>Bob O'Brian</b></p> <ul style="list-style-type: none"> <li>My question is the 215 eastbound alongside the Viento del Montagna homes, what is going to be the distance between the new soundwall and the existing back walls?</li> <li>Is the bike path going to be moved?</li> <li>Does NDOT have a standard of distance between the highway and the property, private property?</li> </ul>	<ul style="list-style-type: none"> <li>In the eastbound direction, the closest that the new retaining walls and soundwalls will get to the property line and NDOT's right-of-way line will be 16 feet. There will be the 12-foot-wide multi-use path and approximately two feet on either side of that path from the right-of-way to the vertical retaining wall with the soundwall above it. There is a varying distance anywhere from three to eight feet from the right-of-way to the existing back walls of the properties along Viento del Montagna. The exact distance from the retaining wall to the property wall varies depending on which property, but it is anywhere from 19 feet to 24 feet.</li> <li>The bike path will be moved slightly. It will be straightened out horizontally and the vertical will change moderately.</li> <li>There is no minimum distance between the private property line and roadway. As a general rule, NDOT tries to keep a space from maintenance access along the highway. In the case of the south side of the 215, the bike path also serves as maintenance access.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Sally Uribe</b></p> <ul style="list-style-type: none"> <li>• Currently we are having issues with noise. It is extremely loud. How is this going to be prevented by adding another lane with the construction so we don't have that much noise. I'm right against the 215. I'm asking about sound barriers because right now that's not enough. I hear crashes. Some parts of cars come over into my yard. I've had a bumper in my backyard. You talk about construction at night. I work three jobs around the clock, how am I going to get any sleep with this construction at night? Has the sound wall study been proven at all? The current soundwalls are not working at all.</li> <li>• When you guys were building the new freeway, the previous owner I bought the house from told me that the construction workers were filming people in their houses? How are we going to be safe by somebody in their backyard working and then filming people through their windows? We have people here today, neighbors that have seen the same thing. From what time to what time are you planning on doing construction?</li> <li>• In regards to air quality, currently right now I get all that dust in my back yard and it goes straight to my pool. My pool cost me 75 grand to actually build in the backyard, of course it all affects me. Where or who or what do I do if that that comes in my area? Do I submit a comment and then wait for somebody to get back to me and they never get back to me? I am really concerned because it directly affects my backyard.</li> </ul>	<ul style="list-style-type: none"> <li>• The existing and proposed soundwalls will reduce the traffic noise levels below the federal noise abatement criteria and are consistent with NDOT's Traffic and Construction Noise Analysis and Abatement Policy and FHWA regulations. Soundwalls are not meant to eliminate traffic noise but to reduce the traffic noise levels to acceptable criteria. NDOT policy and federal regulations require the use of FHWA approved modeling software and specialists trained in its use.</li> <li>• NDOT will develop a plan to communicate with the public and property owners regarding construction schedule. NDOT endeavors to minimize nighttime construction in residential areas but it is unlikely to be avoided completely. NDOT will comply with the City of Henderson Municipal Code Noise Control Ordinances. A detailed construction schedule will be developed during final design.</li> <li>• NDOT will ensure the construction contractor is respectful of adjacent properties and residents. After procurement of the design-build contractor, and prior to construction, NDOT and the contractor will develop a detailed plan to communicate to adjacent residents and the public regarding construction schedule (dates, times, etc.). The plan will identify NDOT and contractor contact information for questions or complaints during construction, in addition to issues resolution process.</li> <li>• Project construction will result in short-term, temporary, emissions of fugitive dust and equipment-related exhaust emissions. Equipment used for construction will comply with EPA's emissions standards for on-road vehicles and off-road construction equipment. NDOT will require its construction contractor to comply with applicable dust-control requirements in the Clark County Department of Air Quality regulations and implement best management practices to minimize emissions from construction.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Sally Uribe, continued</b></p> <ul style="list-style-type: none"> <li>• I have a problem with the current lighting. How is that going to affect us, is there going to be more light than currently? Right now at night that light on the freeway hits my house and its like daytime. And that consistently been happening for three months.</li> <li>• The bike path that you said you're going to straighten, how is that going to be straightened? Is that going to be closer to my wall, my backyard?</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting along the freeway includes 100-foot-tall high mast light poles in the medians along I-215, I-515, and I-11. Lighting consists of yellow high-pressure sodium (HPS) bulbs or white light-emitting diode (LED) bulbs. The fixtures have shielding that directs the light downwards onto the roadway and reduces light spillover from the freeway.</li> <li>• The distance varies anywhere from three to eight feet from the right-of-way to the existing back walls of the properties along Viento del Montagna. The exact distance from the retaining wall to the property wall varies depending on which property, but it is anywhere from 19 feet to 24 feet. The bike path will be moved slightly. It will be straightened out horizontally and the vertical will change moderately.</li> </ul>
<p><b>Julia Germany</b></p> <ul style="list-style-type: none"> <li>• I have similar concerns as previous speaker. You mentioned that houses have always been build next to expressways; these houses been there since 1999. There was no compensation given to any of these homeowners, for the inconvenience the working at night, the noise, the construction workers with the binoculars and video cameras. Anyone with children you could not use your backyard at all during the construction period.</li> <li>• During the previous build in 2005, my husband who was working third shift at the time, had to tramp out to the job site and ask the men to please stop working. Because we had been assured by NDOT, who sat in our living room, and promised us the hours of construction, the amount of noise during construction and it was all lies.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will develop a plan to communicate with the public and property owners regarding construction schedule. NDOT endeavors to minimize nighttime construction in residential areas but it is unlikely to be avoided completely. NDOT will comply with the City of Henderson Municipal Code Noise Control Ordinances. A detailed construction schedule will be developed during final design.</li> <li>• NDOT will ensure the construction contractor is respectful of adjacent properties and residents. After procurement of the design-build contractor, and prior to construction, NDOT and the contractor will develop a detailed plan to communicate to adjacent property owners and the public regarding construction schedule (dates, times, etc.). The plan will identify NDOT and contractor contact information for questions or complaints during construction, in addition to issues resolution process. NDOT does not have a compensation program for properties adjacent to existing freeway rights-of-way.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Julia Germany, continued</b></p> <ul style="list-style-type: none"> <li>I'm wondering the people whose homes have a retaining wall right now anywhere between 37 feet to 80 feet from their back wall to the retaining wall, now you're saying its going to be 16 feet or 19 feet, something like that. Is there any kind of compensation for homeowners whose house value is really going down the tubes for a project like this literally in our backyard.</li> </ul>	
<p><b>Steven Dudley</b></p> <ul style="list-style-type: none"> <li>I'm a resident here in Henderson. I'm also a member of the carpenters Local 1977. And we're on board with the project as long as contractors have state accredited apprenticeship language to where we're training them here locally to where we can build a workforce for the future here locally, so we're not shipping in people from Mississippi, Alabama, that kind of stuff.</li> </ul> <p>The Valley's growing all around us, gang. North, south, east, and west. And we don't want to be left behind here in Henderson. We want this stuff built. There will be hundreds of workers here in the Valley feeding their families for a couple of years to come. That money goes right back into the local economy.</p> <p>The carpenters support it. There was someone complaining about contractors, we don't agree with companies like that. If we have construction companies that are state accredited with their apprenticeship programs, the carpenters are 100 percent on board.</p>	<ul style="list-style-type: none"> <li>Thank you for your support of the Henderson Interchange Project. Construction of the Henderson Interchange is anticipated to create at least 4,500 jobs for the approximate three-year project time frame.</li> </ul> <p>(Source: Executive Office of the President, Council of Economic Advisers (CEA) 2011 figures. A job-year equals one job for one year. Per CEA guidance, one job-year is created by every \$76,923 in transportation infrastructure spending.)</p>

<b>Table 1. Public Comments and Responses</b>	
<b>Questions During Q&amp;A Period at Public Hearing</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Micah Germany</b></p> <ul style="list-style-type: none"> <li>• I live in the Viento del Montagna neighborhood. That 215 eastbound Boulder City flyover goes right 37 feet from my back wall. The proposal is to take two more lanes right along the bike path. They talk about 30 percent procurement and design. That means they might have 30 percent design but after that they can change it and do whatever they want.</li> <li>• No disrespect, but you have not been able to answer one question from anybody here. We've just been spoken to. This is a forum. You haven't answered any questions.</li> <li>• We have lived in this neighborhood since 1999 and have dealt with NDOT in 2005, 2006, 2007 when they originally did the Henderson spaghetti bowl. I do construction, I'm not a carpenter, IEW. Every night they sat in our living room, we will not work at night. They worked at night. We won't have light shining in your houses. They had light shining in. They sat in our living room and lied directly to our face and they're going to do it to you. It doesn't matter what question you have, they're going to tell you what you want to hear and it will be a lie.</li> </ul>	<ul style="list-style-type: none"> <li>• As the design progresses, additional details will be determined for the Selected Alternative. Substantial changes to the Selected Alternative as evaluated in the EA will be re-evaluated prior to the start of construction and the public will be informed of any potential changes in impacts or mitigation.</li> <li>• NDOT will develop a plan to communicate with the public and adjacent property owners regarding construction schedule. NDOT endeavors to minimize nighttime construction in residential areas but it is unlikely to be avoided completely. NDOT will comply with the City of Henderson Municipal Code Noise Control Ordinances. A detailed construction schedule will be developed during final design.</li> <li>• NDOT will ensure the construction contractor is respectful of adjacent properties and residents. Prior to construction, NDOT will develop a detailed plan to communicate to adjacent property owners and the public regarding construction schedule. The plan will identify NDOT and contractor contact information for questions or complaints during construction and the issues resolution process.</li> </ul>

<b>Table 1. Public Comments and Responses</b>	
<b>Comment Received During Extended Agency Review Period</b>	
<b>Comment Summary</b>	<b>Response</b>
<p><b>Nevada Division of Water Resources</b></p> <ul style="list-style-type: none"> <li>• NRS – Nevada Revised Statutes NAC – Nevada Administrative Code General: Compliance with Nevada water law is required. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of NRS Chapters 533 and 534 and not otherwise. Water shall not be used from any source unless the use of that water is authorized through a permit issued by the State Engineer. For underground sources, certain uses of water may be authorized through the issuance of a waiver pursuant to NRS Chapter 534 and NAC Chapter 534.</li> <li>• Water for Construction Projects: Ensure that any water used on a project for any manner of use shall be provided by an established utility or under permit or temporary change application or waiver issued by the State Engineer’s Office with a manner of use acceptable for suggested project’s water needs.</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT will comply with NRS Chapters 533 and 534. NDOT will also ensure that water used for the project shall be provided as described in your comment.</li> </ul>

Henderson Interchange  
Finding of No Significant Impact

---

#### 4. Selected Alternative

The alternative selected by FHWA and NDOT for the Henderson Interchange project 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 (see Figures 3 through 6).

The Selected Alternative includes the following major elements:

- Crossover style interchange for the east-west highway directions (see Figure 3).
- Travel between I-215 and Auto Show Drive using braided ramps (see Figure 4). Braided ramps are ramps that cross over each other and are vertically separated, with one ramp elevated over the other.
- Reconnection of travel from Lake Mead Parkway westbound to Gibson Road using braided ramps, as shown on Figure 5 (the blue route).
- Re-use of 22 out of the 27 existing bridges in the project area.
- Built-in capacity to add a future lane in each direction between I-215 and I-515, either as general purpose or for HOVs.
- Auxiliary lanes on I-11 between Horizon Drive and the system interchange.
- Widen Lake Mead Parkway to four through lanes in each direction from Eastgate Road/Fiesta Henderson Boulevard to Van Wagenen Street (see Figure 6).

The roadway deficiencies previously identified and shown on Figure 2 are addressed by the following components of the Selected Alternative.

1. The Selected Alternative will include two 12-foot-wide lanes on the I-215 eastbound to I-11 southbound ramp, eliminating the merge to one lane.
2. The barriers on I-215 westbound will be removed and the connectivity for motorists traveling from Lake Mead Parkway to Gibson Road will be restored.
3. The I-215 eastbound weaving movements will be reduced by separating the traffic heading to northbound I-515 via a median (left-side exit) from the traffic heading to southbound I-11 via a right-hand exit prior to Gibson Road. The configuration reduces the concentration of vehicles on the outside lanes of the freeway. Additionally, the ramp to I-515 southbound is located earlier, between the Gibson Road off- and on-ramps.
4. The traffic from eastbound I-215 entering northbound I-515 via a median entrance on the left from the Auto Show Drive on-ramp entrance on the right will be separated; and the existing on-ramp from I-215 to I-515 will be repurposed to instead convey the much lower traffic volumes from westbound Lake Mead Parkway to northbound I-515. While the successive right-side merges will be retained, the traffic volumes will be reduced to a point that can be accommodated by the successive merges.
5. An auxiliary lane on southbound I-11 that exits at the Horizon Drive interchange will be constructed. The auxiliary lane is anticipated to prevent backups and slowdowns at the Horizon Drive interchange from impacting traffic flow on I-11.
6. A three-lane (in each direction) median-to-median connection between I-215 and I-515 will be constructed. This median connector will accommodate future projected traffic volumes.

## Henderson Interchange Finding of No Significant Impact

---

7. The Selected Alternative includes two lanes for westbound Lake Mead Parkway through the system interchange. Lake Mead Parkway will be four lanes in each direction between Eastgate Road/Fiesta Henderson Boulevard and Van Wagenen Street.

In response to the public hearing comments and agency review comments on the draft Change in Control of Access Report (CCAR), gores on the southbound Auto Show Drive on-ramp to I-515 and Gibson Road, and the westbound off-ramp to Gibson Road leading from I-215 and the ramp from Auto Show Drive are reconfigured slightly to improve traffic operations and safety. The southbound median connector from I-515 to westbound I-215 physical gore will be shifted to the north where it overlaps with the southbound Auto Show Drive on-ramp to preclude motorists from weaving from the entrance ramp to the median connector. The gores between the westbound off-ramp to Gibson Road leading from I-215 and the ramp from Auto Show Drive will overlap to prevent drivers from accessing westbound I-215 from the Auto Show Drive ramp.

### **5. Impacts and Mitigation**

Table 2 lists measures that will be implemented during the design or construction phases of the project to avoid, reduce, or otherwise mitigate potential impacts associated with the proposed project. Mitigation measures and requirements for compliance with federal, state, and local laws will be specified in the construction contractor's contract with NDOT. No changes have been made to the mitigation measures since the release of the EA.

The mitigation measures and commitments shown in Table 2 are not subject to change or modification without prior written approval from FHWA. This list does not include any FHWA permits, approvals, or reviews that are required related to plans, specifications, and estimates; right-of-way; contracts; or other design or administrative aspects of the project.

Henderson Interchange  
 Finding of No Significant Impact

**Table 2. Henderson Interchange Mitigation Measures**

Resource	Mitigation
Biological Resources (EA Section 3.1.1)	<p>If construction alters any breeding habitat (vegetation/structure removal) that occurs during the migratory bird breeding season (March 1 through July 31), the contractor shall employ a qualified biologist (one with experience in bird identification, general nesting behavior, nest and egg identification, and knowledge of habitat requirements for migratory birds) to conduct a migratory bird nest search of all vegetation within seven days prior to commencement of construction activities. This shall include burrowing and ground nesting species in addition to those nesting in vegetation. Vegetation may be removed if it has been surveyed and no active bird nests are present. The contractor shall avoid any active nests.</p> <p>The contractor shall maintain an appropriately-sized buffer area if any active nests (containing eggs or young) are found and must avoid the area until the young birds fledge.</p> <p>The contractor will develop and follow a Noxious Weed Management Plan to prevent the establishment and spread of Nevada State listed noxious weeds per Nevada Revised Statute 555.</p>
Floodplains (EA Section 3.1.2)	<p>The Build Alternative improvements require modifications to existing CCRFCD Master Plan and local drainage facilities that exist along the project corridor and are summarized in the Water Resources Technical Memorandum.</p> <p>Potential impacts to existing drainage facilities to accommodate the Build Alternative include relocation of drop inlets and storm drain; extending/shortening storm drain laterals; relocating storm drain systems and channels; and extending culvert crossings. Overall, conveyance of stormwater will maintain historic drainage patterns with minor rerouting to accommodate new bridges through extension and rebuild of existing drainage facilities. The Build Alternative would not adversely affect existing flow patterns, thereby avoiding impacts to downstream facilities and adjacent properties.</p>
Water Resources: Waters of the United States (EA Section 3.1.3)	<p>The project will require a U.S. Army Corps of Engineers (USACE) 404 Permit (Nationwide Permit 14). The project will also require a Section 401 Water Quality Certification issued by Nevada Division of Environmental Protection (NDEP), Bureau of Water Quality Planning, as required for a USACE 404 Permit. The NDEP Section 401 Water Quality Certification and the USACE Nationwide Permit 14 were issued on August 31, 2022.</p>

Henderson Interchange  
Finding of No Significant Impact

**Table 2. Henderson Interchange Mitigation Measures**

Resource	Mitigation
<p>Water Resources: Water Quality (EA Section 3.1.3)</p>	<p>NDOT will implement Best Management Practices (BMPs) during construction. As part of the development of BMPs for the project, NDOT's construction contractor must file a Notice of Intent with NDEP's Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). A Stormwater Pollution Prevention Plan (SWPPP) will be developed before the Notice of Intent is submitted. The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge points, and describe BMPs to be implemented to prevent or reduce stormwater pollutant discharge associated with construction activities to the maximum extent practical.</p> <p>NDOT and the City of Henderson will implement temporary erosion control and stormwater control measures during construction per the NDOT <i>Storm Water Quality Manuals</i> (References 4 and 5). Typical BMPs that may be selected for this project include:</p> <ul style="list-style-type: none"> <li>• Street sweeping and vacuuming during construction</li> <li>• Storm drain inlet protection</li> <li>• Fiber rolls, silt fences, and gravel bag berms</li> <li>• Stockpile and construction site management</li> </ul>
<p>Land Use and Socioeconomic Conditions: Temporary Construction Easements (EA Section 3.2)</p>	<p>Property owners are protected by the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act). NDOT will pay fair market value for the use of any property.</p>
<p>Land Use and Socioeconomic Conditions: Traffic Circulation and Access (EA Section 3.2)</p>	<p>NDOT will develop a plan to communicate with the public and property owners regarding construction schedule, street closures, and detours throughout construction. Access to residences and business will be maintained during construction. NDOT will maintain Americans with Disabilities Act-compliant pedestrian access, including temporary safe street crossings and sidewalks.</p>
<p>Traffic Noise and Vibration (EA Section 3.3)</p>	<p>To reduce construction noise impacts and vibration, NDOT will require that its contractor maintain and operate motorized equipment in compliance with all local, state, and federal laws and regulations relating to noise levels. All motorized construction equipment will have mufflers installed in accordance with the equipment manufacturer's specifications or a system of equivalent noise-reducing capacity. Mufflers and exhaust systems will be maintained in good operating condition and free of leaks and holes. If feasible, all soundwalls and screening walls will be constructed early in each phase to mitigate construction noise.</p>

Henderson Interchange  
Finding of No Significant Impact

**Table 2. Henderson Interchange Mitigation Measures**

Resource	Mitigation
<p>Traffic Noise and Vibration cont. (EA Section 3.3)</p>	<p>NDOT will minimize the use of vibratory equipment and conduct high-vibration construction during the day, where feasible and appropriate.</p> <p>Mitigation measures for stationary and mobile equipment shall be addressed in the contract documents; as needed, and could address placement, hours of operation, noise level limits, or proper maintenance of equipment.</p> <p>The Selected Alternative will construct three new soundwalls in the following locations:</p> <ul style="list-style-type: none"> <li>• Area 6 – eastbound I-215 from just west of Gibson Road to the system interchange (see EA Figure 3.5). This soundwall will be approximately 11.5 feet high for 1,492 feet and 13.5 feet high for 2,057 feet, for a total distance of 3,549 feet.</li> <li>• Area 8 and 9 – southbound I-11 from UPRR crossing to Horizon Drive off-ramp (see EA Figure 3.6). This soundwall will be approximately 6,240 feet in length and 11.5 feet in height.</li> <li>• Area 11 – northbound I-11 from Horizon Drive on-ramp to the UPRR crossing (see EA Figure 3.6). This soundwall will be approximately 6,324 feet in length and 15.5 feet in height.</li> </ul> <p>The following existing soundwalls will remain with the Selected Alternative:</p> <ul style="list-style-type: none"> <li>• Area 2 – Soundwall 5, westbound I-215 Gibson Road to Stephanie Street (see EA Figure 3.7)</li> <li>• Area 3 – Soundwall 6, westbound I-215 Stephanie Street to Arroyo Grande Boulevard (see EA Figure 3.8)</li> <li>• Area 3 – Soundwall 7, westbound I-215 Arroyo Grande Boulevard to Valle Verde Drive (see EA Figure 3.8)</li> <li>• Area 4 – Soundwall 1, eastbound I-215 Valle Verde Drive to Arroyo Grande Boulevard (see EA Figure 3.8)</li> <li>• Area 5 – Soundwall 2, eastbound I-215 Stephanie Street to Gibson Road (see EA Figure 3.7)</li> <li>• Area 10 – Soundwall 9, northbound I-11 Horizon Drive on-ramp (see EA Figure 3.6)</li> <li>• Area 13 – northbound I-515 Galleria Drive off-ramp (see EA Figure 3.9)</li> </ul>
<p>Air Quality: Construction (EA Section 3.4)</p>	<p>Equipment and vehicles used for construction will comply with EPA’s emissions standards for on-road vehicles and off-road construction equipment. NDOT will require its construction contractor to comply with applicable dust- control requirements in DAQ regulations and implement best management practices to minimize emissions from construction. The project will comply with the requirements of the Standard Specifications for Road and Bridge Construction (NDOT 2014).</p>

Henderson Interchange  
 Finding of No Significant Impact

**Table 2. Henderson Interchange Mitigation Measures**

Resource	Mitigation
Visual Resources (EA Section 3.5)	Aesthetic treatments already required through NDOT's Landscape and Aesthetic program for color and texture will result in visual blending of proposed facilities into the broader urban background when compared to the existing facilities. These measures include applying medium tan colored paint and decorative textures on all new proposed structures, including new bridge barrier rails, piers, pier caps, retaining walls, and flyovers. Decorative rock consistent in color and texture with the existing Henderson Interchange aesthetics treatments will be placed on all bare ground slopes to the NDOT right-of-way line along I-215, I-515, and I-11 to provide slope protection, which also serves to blend new slopes into the visual background. The lighting system for the Selected Alternative will use LED fixtures with shielding designed to help mitigate sky glow and light spillover.
Hazardous Materials: Recognized Environmental Conditions (EA Section 3.6)	An Environmental Protection Plan will be developed during final design to address areas of concern and how to test for constituents to control work environment conditions and address special waste management and disposal concerns.  NDOT will survey all structures to be disturbed or demolished to determine the presence of regulated materials, including universal wastes, asbestos-containing materials, and heavy metals. NDOT will remove, manage, and dispose of all regulated materials in accordance with applicable regulations.
Recreation Resources (EA Section 3.7)	NDOT will work with the City of Henderson to identify trail route detours that may be needed during construction. NDOT will develop a plan to communicate with the public regarding construction schedule, trail closures, and detours throughout construction.

Henderson Interchange  
Finding of No Significant Impact

---

## 6. FONSI Requirements

This Finding of No Significant Impact (FONSI) is based on an environmental assessment of the potential impacts of the project and stakeholders' input. In addition to mitigation commitments described in the EA, a list of mitigation measures is part of this FONSI (Table 2). These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA and its attachments.

With respect to a FONSI, *23 Code of Federal Regulations 771.111(f)* requires evaluation of the following:

1. The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. The project must have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed construction limits or termini of the Henderson Interchange project encapsulate the traffic operations and safety issues at this location, are of sufficient length to address environmental impacts, provide a section of study that has independent utility, and would neither require nor preclude other future transportation improvements identified in the RTC's Regional Transportation Plan.

The specific project characteristics and attributes that justify its logical termini and independent utility are as follows:

- The project termini are the necessary limits to meet the design parameters and traffic movement needs of the system interchange improvements, and they are sufficient to address the environmental issues - specifically local circulation and access, and traffic noise associated with those improvements.
- The improvements are independent of future improvements to I-11, I-215, and I-515 but do not preclude or restrict any future improvements; nor do they require other adjacent roadway improvements to be fully functional.

Four routes begin or end at the Henderson Interchange. The project limits along the north-south highway start at Galleria Drive (northern terminus) on I-515 and end at Horizon Drive (southern terminus) on I-11; and the east-west highway limits on Lake Mead Parkway begin at Van Wagenen Street (eastern terminus) and end on I-215 at Valle Verde Drive (western terminus). These logical termini, shown on Figure 7, allow for the development of a project that could be constructed alone, serving a significant purpose, addressing environmental impacts on a sufficient scale, and without requiring implementation of other future projects.

## 6. Statute of Limitations

FHWA may publish a notice in the *Federal Register*, pursuant to *23 United States Code 139(l)*, stating that one or more federal agencies have taken final action on permits, licenses, or approvals for this project. After the notice is published, claims seeking judicial review of those federal agency actions must

Henderson Interchange  
Finding of No Significant Impact

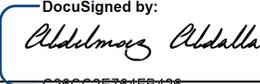
---

be filed within 150 days of the publication date of the notice, or within a shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

**7. Concluding Statement and Determination**

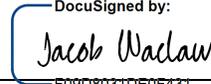
The project is needed to increase traffic capacity and reduce travel delay on I-11, I-215, I-515, Lake Mead Parkway (SR 564), and the surrounding freeway ramps. FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Selected Alternative.

FHWA has determined that the Selected Alternative, as presented in the EA and described in Section 4, will have no significant impact on the human environment. This FONSI is based on the EA dated May 2022, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

Approved by:  DocuSigned by:  
C26CC2E764FB426... Date: 10/11/2022

---

Abdelmoez Abdalla, Ph.D.  
Environmental Program Manager  
U.S. Department of Transportation  
Federal Highway Administration

Approved by:  DocuSigned by:  
F09D8031DE0F431... Date: 10/11/2022

---

Jacob Waclaw  
Transportation Engineer  
U.S. Department of Transportation  
Federal Highway Administration

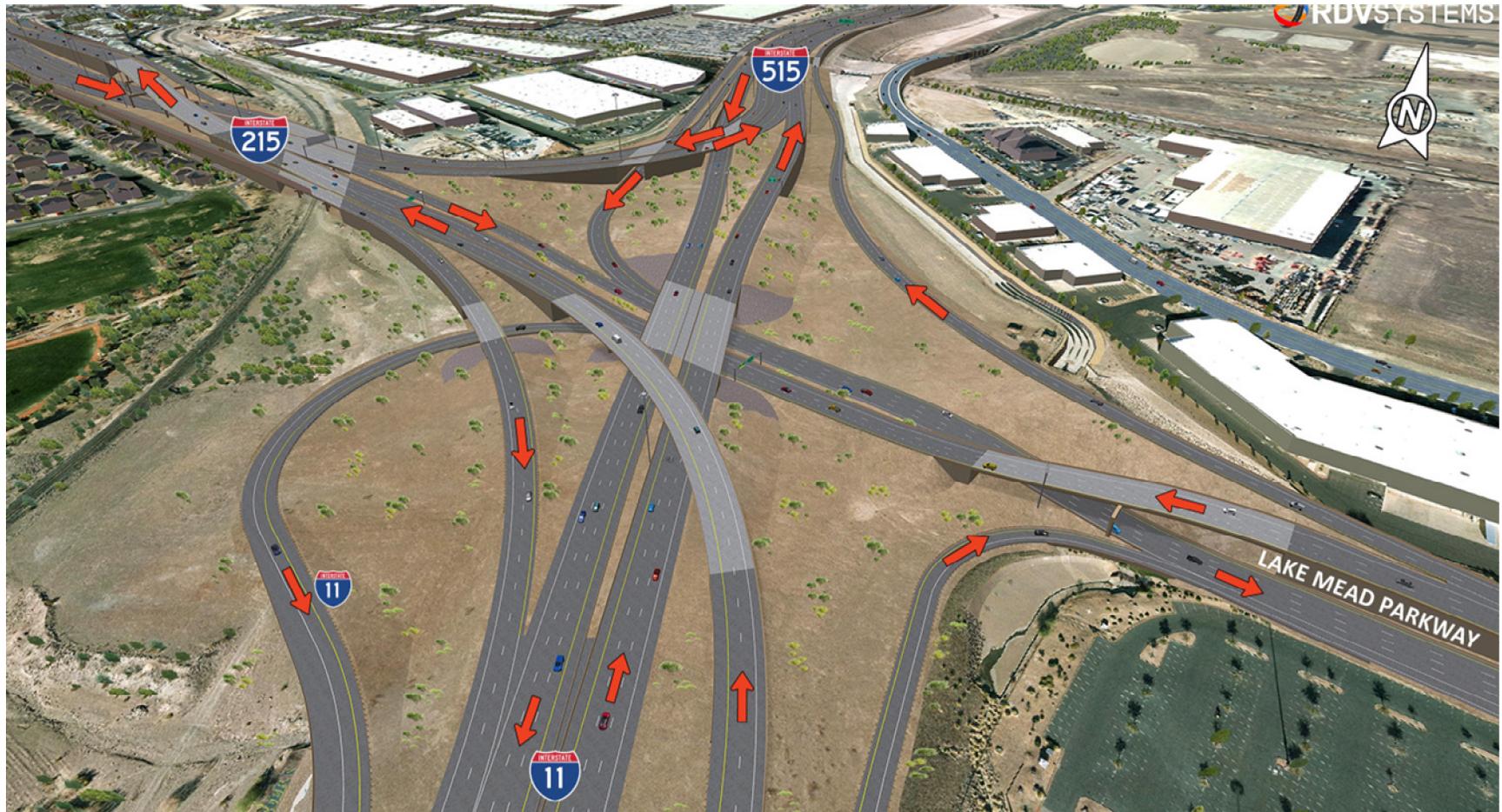
Henderson Interchange  
Finding of No Significant Impact



Figure 1. Project Limits



**Figure 2. Existing Roadway Deficiencies**



*Figure 3. Selected Alternative*



Figure 4. Auto Show Connectivity with I-215



Figure 5. Lake Mead Parkway to Gibson Road Connectivity

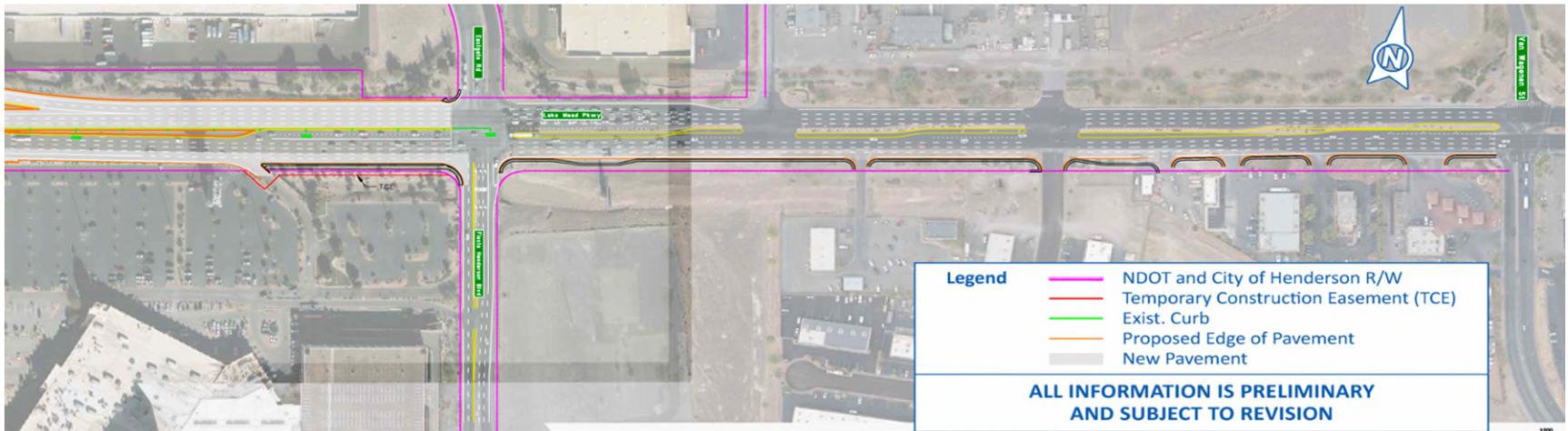


Figure 6. Lake Mead Parkway Improvements

Henderson Interchange  
Finding of No Significant Impact



Figure 7. Logical Termini

Henderson Interchange  
Finding of No Significant Impact

---

## Appendix A

### Public Hearing Transcript and Comment Log

# **Henderson Interchange Project**

**Transcript of  
Public Meeting  
Volume I  
June 23, 2022**



(702) 476-4500 | [www.oasisreporting.com](http://www.oasisreporting.com) | [info@oasisreporting.com](mailto:info@oasisreporting.com)  
400 South Seventh Street, Suite 400, Las Vegas, NV 89101

---

**COURT REPORTING | NATIONAL SCHEDULING | VIDEOCONFERENCING | VIDEOGRAPHY**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

PUBLIC INFORMATION MEETING  
HENDERSON INTERCHANGE PROJECT

TRANSCRIPT OF MEETING  
Taken on Thursday, June 23, 2022  
At 4:00 p.m.  
By a Certified Court Reporter  
At 222 South Water Street  
Henderson, Nevada

Reported By: Karen L. Jones, CCR NO. 694  
Job No.: 48710 Firm No.: 061F

Public Meeting

Henderson Interchange Project

<p style="text-align: center;">I N D E X</p> <p style="text-align: right;">PAGE</p> <p>PUBLIC COMMENTS SUBMITTED TO REPORTER 3</p> <p>PRESENTATION 5</p> <p>QUESTION AND ANSWER SESSION 28</p>	<p>1 enough for people to change lanes. Because</p> <p>2 otherwise you're going to have people like this</p> <p>3 (indicating).</p> <p>4 On the 515 Sunset entrance, Galleria</p> <p>5 comes in right before that, well, everyone's in that</p> <p>6 right lane and they merge -- when you get on Sunset,</p> <p>7 they merge onto the main lane and no one lets you</p> <p>8 in. You know what I'm talking about? Come on here</p> <p>9 merging (indicating) onto here, Galleria comes on</p> <p>10 here, and then all those people are still in that</p> <p>11 lane. People stay in this lane, they exit out to</p> <p>12 the 215. That has to be fixed because there's going</p> <p>13 to be accidents in there soon if there hasn't been</p> <p>14 one already.</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23 ///</p> <p>24 ///</p> <p>25 ///</p>
<p>PUBLIC COMMENTS SUBMITTED TO REPORTER</p> <p style="text-align: center;">-o0o-</p> <p>PUBLIC COMMENTOR HENDRICKSON: The</p> <p>overhead signs getting off the 215, getting off the</p> <p>exit to the 215 and Lake Mead, currently the signs</p> <p>are too far forward. People getting over, they</p> <p>don't know what they're going to go in. People</p> <p>think they have to be on the right lane and they</p> <p>have to be in the left lane and they cut across to</p> <p>the 215. The sign's too far forward. The exit</p> <p>sign's not far enough out. That make sense?</p> <p>And the entrance to the -- Sunset so</p> <p>they won't -- won't use that lane anymore.</p> <p>Currently they're losing the entrance on Sunset.</p> <p>I'm not sure that's part of the change they make.</p> <p>That's because you're merging onto the freeway. So</p> <p>I'm not sure if -- I think he said that's a part of</p> <p>the change they're making, but yeah.</p> <p>They need to make the signage sooner</p> <p>than the exits. Those are the main issues we're</p> <p>having. People come across because they think it's</p> <p>this lane, but then by the time you show it, you've</p> <p>already moved over.</p> <p>Make sure all of the signage are soon</p>	<p>PRESENTATION</p> <p style="text-align: center;">-o0o-</p> <p>MS. MLYNAREK: If I could have everybody</p> <p>take their seat, we're about to begin our</p> <p>presentation.</p> <p>All right. Well, it is 5:30. Good</p> <p>evening, everybody. My name is Cassie Mlynarek and</p> <p>I'm the public involvement specialist for the Nevada</p> <p>Department of Transportation. I want to formally</p> <p>welcome everyone to the in-person portion of the</p> <p>Henderson Interchange Public Hearing. We really</p> <p>appreciate you, the public, your participation, as</p> <p>well as participation from our partners and</p> <p>agencies, the City, the County. We also have Gerri</p> <p>Schroder with us this evening from Congresswoman</p> <p>Susie Lee's office. Thank you very much for joining</p> <p>us this evening. We appreciate all of your</p> <p>participation.</p> <p>So as I mentioned, this is the in-person</p> <p>portion. You might have received a mailer or</p> <p>notification talking about how this public hearing</p> <p>is also being hosted virtually. So that's</p> <p>everything that you see here this evening, but it's</p> <p>offered online. And that's at</p>

6	<p>1 dot.nv.gov/hendersoninterchange, and that's going to</p> <p>2 be available for you to look through until July 7th.</p> <p>3 So this evening, here's what you can</p> <p>4 expect. We're going to have a brief presentation</p> <p>5 talking about the project followed by a Q and A</p> <p>6 session. We do ask that you hold your questions</p> <p>7 until that point.</p> <p>8 Each person is going to have three</p> <p>9 minutes to speak. I've got a fancy countdown timer</p> <p>10 right here in the middle of the room. And then if</p> <p>11 you just look towards the back in the middle,</p> <p>12 there's a microphone right there. Just go ahead,</p> <p>13 step on up to the microphone. Please leave it on</p> <p>14 the stand. Say your first and your last name</p> <p>15 followed by your question.</p> <p>16 And also this evening, I wanted to point</p> <p>17 out, you may have noticed a few cameras around the</p> <p>18 room, and that's because tonight we are live</p> <p>19 streaming tonight's presentation.</p> <p>20 So if you folks at home are watching</p> <p>21 this and you have a comment or question, please put</p> <p>22 it in the chat box because we will address that</p> <p>23 comment or question.</p> <p>24 So without further ado, I'll hand things</p> <p>25 over to David Bowers who is your project manager.</p>	8	<p>1 means is there's going to be a designer and builder</p> <p>2 team that picks up this project at about 30 percent,</p> <p>3 and they'll actually be able to design portions,</p> <p>4 grading, you know, the structures and start the job</p> <p>5 sooner than it might have otherwise been able to</p> <p>6 start if we use the typical design-bid build</p> <p>7 process. So it's a nice jump for us.</p> <p>8 And then you'll have an opportunity to</p> <p>9 submit comments. I think we've spoken about that,</p> <p>10 but you have a comment box in the very back. We</p> <p>11 have our stenographer here, our court reporter.</p> <p>12 Appreciate it, Karen.</p> <p>13 And we also have the ability to speak at</p> <p>14 the microphone as Cassie spoke about.</p> <p>15 And, of course, the project staff is</p> <p>16 here. That's not going to be recorded as part of an</p> <p>17 official comment, but I believe they're urging you</p> <p>18 to get to that comment box if you do have an</p> <p>19 additional question or concern that you can give to</p> <p>20 us.</p> <p>21 So tonight basically represents the</p> <p>22 culmination of about three years worth of work and,</p> <p>23 you know, this portion, as I mentioned, is the</p> <p>24 environmental study. It's an environmental</p> <p>25 assessment. And basically it's in conjunction with</p>
7	<p>1 MR. BOWERS: Thank you, Cassie.</p> <p>2 Appreciate the instruction.</p> <p>3 David Bowers, Senior Project Manager</p> <p>4 with NDOT. And I just want to say, you know,</p> <p>5 starting off that we are truly here to make the</p> <p>6 community better. You know, I know that sometimes</p> <p>7 NDOT gets a bad rap because of the traffic and some</p> <p>8 of the construction we do, you know, but it's all</p> <p>9 part of the process and it really is necessary to</p> <p>10 improve, you know, to get the end result, and we</p> <p>11 appreciate your patience and especially, you know,</p> <p>12 through long processes like this environmental</p> <p>13 process, people don't really anticipate how much</p> <p>14 effort and time it takes to get something like this</p> <p>15 completed. So we're near the end of it, and like I</p> <p>16 said, I really appreciate your input. Your comments</p> <p>17 and input tonight are actually a part of the</p> <p>18 document. So everything that you have provided for</p> <p>19 us will be included.</p> <p>20 So tonight we're going to give you the</p> <p>21 updated project information, the new geometry, some</p> <p>22 things that changed since our last meeting. And</p> <p>23 we're going to talk about the project timeline,</p> <p>24 which has changed because we've recently decided to</p> <p>25 go with a design-build procurement. And what that</p>	9	<p>1 this 30-day hearing, we'll take the final comments</p> <p>2 and it will be submitted to the FHWA for the final</p> <p>3 approval.</p> <p>4 NEPA, the National Environmental Policy</p> <p>5 Act, has been enacted since 1969, and I think some</p> <p>6 of you are old enough like me to remember projects</p> <p>7 that did destroy the environment. You know, there</p> <p>8 was things being done that they thought were for the</p> <p>9 better of the environment, the better of the world,</p> <p>10 but as it turns out, they weren't because they</p> <p>11 didn't do the research. And that's -- and this</p> <p>12 really is something good. Sure, it takes longer to</p> <p>13 do projects like this, but it's -- it's so much</p> <p>14 better for the environment, and that -- I'm a big</p> <p>15 part -- I'm a big believer, I should say, in</p> <p>16 protecting that. So I'm really glad to see this</p> <p>17 process in place.</p> <p>18 So using the NEPA process, we evaluate</p> <p>19 all these different factors, the environmental, the</p> <p>20 social and the economic effects of the project</p> <p>21 itself.</p> <p>22 And using this process, we come up with</p> <p>23 multiple alternatives. We rank them through this</p> <p>24 type of different variables to see which one has the</p> <p>25 best benefits, the least amount of harm, how we can</p>

10	<p>1 remediate, and that's how we come up with the final                  2 build alternative.                  3       So project area, I think most of are you                  4 familiar with that, but we have Valle Verde on the                  5 215 to the west and then Van Wagenen on Lake Mead                  6 Parkway, actually Route 564; it's an NDOT road as                  7 well. And then I-11 comes up from the south. It's                  8 already been designated to the Henderson                  9 Interchange. We go to Horizon Drive, and to the                  10 north, it's Galleria Drive on the 515. So that                  11 always makes a project easier when you have four                  12 separate roads coming to an interchange, by the way.                  13       And why is the project needed? So it's                  14 interesting, because I think many of you have been                  15 in the community for a while and you've seen the                  16 interchange go through a couple different stages,                  17 but the most recent one was in 2005, there was some                  18 major changes. And our population back then was                  19 about 1.5 million, and now we're pushing 2.4 million                  20 actually. So it's quite a jump. And, you know,                  21 people are driving more than ever, you know. It's                  22 not necessarily a one-to-one ratio on what the                  23 population's doing to the amount of traffic on the                  24 roadways.                  25       So the interchange is really starting to</p>	12	<p>1 possible. Zero fatalities is our motto. So we're                  2 doing what we can to avoid and keep our roads as                  3 safe as possible.                  4       So the project purpose basically is to                  5 eliminate those deficiencies that we were just                  6 talking about. Provide transportation improvements                  7 to serve the existing and future growth areas                  8 through 2040. So that's what we do is we typically                  9 look at a 20-year horizon. And some of you might be                  10 thinking, Why don't we go 40 years? And the reason                  11 for that is, and I've had debates in the past ten                  12 years of my career, is it's partially because of                  13 innovation. What's going to happen if self-driving                  14 vehicles come on say, let's say in the next 20                  15 years. You know, it may really reduce congestion.                  16 We don't know that answer. So we don't want to over                  17 design our roadway system for something that may not                  18 be necessary. The 20 year horizon is out there,                  19 2040 is what we're looking at.                  20       Restore the local traffic connectivity                  21 and accommodate the regional and local plans                  22 including the bike paths, I-11 and HOV.                  23       So bike paths, it's interesting how many                  24 people were concerned about making sure that they                  25 did have that accessibility, and it's really</p>
11	<p>1 fail. And we're seeing those deficiencies that                  2 create travel delays. It takes you longer to get                  3 anywhere you want to go, and it starts costing you                  4 more money. So NDOT tries to stay ahead of that,                  5 you know, and do these types of projects while                  6 they're still doable. Because if you get to a point                  7 where there's no capacity, and you have to take a                  8 lane out to build an adjacent lane, it is so much                  9 worse. So doing this a little bit earlier than what                  10 some people think might be necessary is actually                  11 critical.                  12       And then finally, restore local access                  13 and connectivity. I remember our early meetings                  14 during the feasibility study, we just finished doing                  15 that restriping project that nobody liked, except                  16 for NDOT because we were concerned about the crashes                  17 and people trying to cut over three lanes of traffic                  18 to get over to Gibson, and it just wasn't working.                  19 It was a really a dangerous situation. So we're                  20 fixing that, and we improved access to Auto Show                  21 Drive, as well.                  22       And then finally, the crash rates exceed                  23 the statewide averages. So, again, you know, how do                  24 you put value on injuries, even death. You know,                  25 it's something that we try to avoid if at all</p>	13	<p>1 impressive to see. I'm a bike rider myself, and so                  2 we're definitely staying on top of that.                  3       All the existing trails that are out                  4 there now are going to stay out there. And, sure,                  5 there's going to be some interruptions with this                  6 construction, but we're going to minimize those as                  7 much as possible.                  8       And then I-11, I'm actually the project                  9 manager on that project as well. It's an                  10 environmental study -- well, it's actually PEL, they                  11 call it, planning environmental linkages, to                  12 determine what course I-11 is going to take through                  13 Las Vegas, the metropolitan area.                  14       It's already been designated up to the                  15 Henderson Interchange, and we're trying to decide                  16 where it goes from there up to U.S. 95 near Kyle                  17 Canyon. So it's a major study. Chrissy Hunt has                  18 been -- in the back, there's a board back there on                  19 I-11, and you'll see the two alternates that are in                  20 play right now. And, in fact, just today, we                  21 started a public meeting on I-11. It's on the                  22 website I-11NV.com, and you can take a look at that                  23 project. It's really interesting.                  24       And then finally, HOV lanes. We show                  25 HOV lanes in the future as part of an HOV study on</p>

14	<p>1 the 215 up to the Henderson Interchange on the 515                  2 down to the Henderson Interchange, but it doesn't                  3 currently show them being connected.                  4 But we still are accommodating that                  5 potential. You know. We have a major connection                  6 between the 215 and 515 that is really the primary                  7 flow direction, the 215 to 515; that's where most of                  8 the traffic's going. And we're going to put two                  9 lanes each direction now which will accommodate the                  10 current traffic needs, but it will have the ability                  11 to expanded to third lane in each direction either                  12 as a general purpose or an HOV lane.                  13 So how did we get here? The feasibility                  14 study started over three years ago, and that was                  15 initiated by the City of Henderson. They've been                  16 great partners for us throughout this entire                  17 process. And in fact, not just the City of                  18 Henderson, but our consultant, I would give                  19 accolades to them. Jim Caviola couldn't be here.                  20 But CA Group has done a great job getting us to the                  21 point, because they were on the feasibility study                  22 and this environmental assessment, as well. So                  23 thank you to them.                  24 And, as I mentioned, City of Henderson                  25 wanted to get this done as soon as possible for</p>	16	<p>1 and it's going to reduce the amount of flyovers that                  2 would be required. So it's really amazing what came                  3 out of that.                  4 But that led us to basically Option 2A,                  5 a modification of the original option, and then                  6 Option 3.                  7 And then with that, we have the value --                  8 I'm sorry, the alternatives refinement that went                  9 through and analyzed those two remaining options and                  10 scored them. And it was based on all these                  11 different components. You can see: Safety, traffic                  12 operations, performance. You know, there's                  13 everything in there from costs and environmental.                  14 You know, how much is it going to cost to maintain                  15 it? How much it is it going to cost to replace it?                  16 Those were all factors. They were weighted. They                  17 were scored.                  18 And out of that, you can see Option 2A                  19 scored a 9.1 compared to the 8 or the 7.4. So it                  20 ranked well above the other alternatives, and we're                  21 very excited about it.                  22 So this is it. And I know many of you                  23 have been here for the duration so you've had a                  24 chance to kind of look at it. But, you know, the                  25 main thing that we have not seen in Nevada, you</p>
15	<p>1 their community. NDOT obliged, and that's why we                  2 started that EA study right after this feasibility                  3 study.                  4 And in the feasibility study, they look                  5 at multiple alternatives that it started at. It was                  6 amazing. 37 different ideas, things that we could                  7 be doing, you know, to improve the area, and they                  8 were combined into three alternatives. And out of                  9 that came Options 1 and 2. So big effort, a lot of                  10 work done there, you know, and some great engineers                  11 brought in from not just CA Group but other                  12 companies as well.                  13 And then after that, NDOT started the                  14 NEPA process, the environmental assessment and                  15 initiated that, just to be sure, with a value                  16 assessment. And what that does is has another group                  17 of engineers come in and say were they doing, you                  18 know, what's the best possible solution for this                  19 interchange. And, of course, it's always                  20 competitive. So they did come up with some better                  21 answers, and it really -- it really was a good                  22 improvement. Jim Mischler was part of that                  23 exercise, too. It's amazing with this crossover                  24 interchange I'm going to show you in a minute what                  25 came out of that. It's a very innovative process</p>	17	<p>1 know, in the Valley at all is this crossover design.                  2 So this is 215 coming through here and                  3 the eastbound traffic's coming through and they're                  4 actually switching over, and to get on Lake Mead,                  5 they're coming through and then coming back down to                  6 this side.                  7 And what this does is, say, for                  8 instance, you're heading west on Lake Mead, you're                  9 switching through here, now all of a sudden, you can                  10 just stay at grade, kind of do a fork to the left                  11 and then come down on I-11.                  12 So it makes it super easy. This would                  13 have been a massive flyover. If the lane was on                  14 this side, you would have had to somehow do a                  15 flyover ramp, very expensive to replace and                  16 maintain. So a lot of efficiency in this design.                  17 And you can see that the 515, I-11, this                  18 one remains in, I guess, a more recognizable                  19 configuration where they're parallel, side by side,                  20 and that was due to the amount of the room we had,                  21 the feasibility of doing a dual crossover.                  22 And then the other thing I mentioned,                  23 too, was that central connection, this is kind of a                  24 large major connector between the 515 and the 215.                  25 This is where two lanes in each direction will exist</p>

18	<p>1 after the completion of the project with the ability                  2 to expand to three lanes in each direction.                  3 So how does the build alternative meet                  4 the project purpose and need? So first of all, you                  5 can see item 1, we used to have -- well, we still                  6 have today where the 215 heads to I-11 southbound                  7 and it merges from two lanes to one. And we all                  8 know, because we're all in the same area, how that                  9 creates bottlenecking there. Just whenever people                  10 have to slow down and merge, it just stops traffic.                  11 And then number 3, just below that, it                  12 improves eastbound weaving approach to the                  13 interchange. So those people get on Gibson and then                  14 come on down the 215, that they have to mix with                  15 this traffic; they're trying to go through to either                  16 Lake Mead or get over the 515, and they can't                  17 because traffic's in their way. So we're                  18 eliminating that, as well.                  19 And then we're restoring access from                  20 Lake Mead Parkway to Gibson, so that's right --                  21 whoops. Sorry. That's right here. This is the one                  22 everybody was a little bit annoyed with when we put                  23 the barrier up.                  24 And then we increased the distance                  25 between the northbound I-15 onramps between the 215</p>	20	<p>1 it's primarily because we're not requiring                  2 additional right-of-way, which is really another                  3 good testimony to the work CA Group has done.                  4 Everything they're doing, they're doing within the                  5 existing corridor.                  6 So what happens is, because of that, and                  7 because there's no current biological issues and                  8 that's any type of plant life or wildlife or                  9 anything that might exist that we're not impacting                  10 because it doesn't exist today. So it's really good                  11 to see that.                  12 Floodplains, no issue.                  13 Water resources, so there's no issues                  14 with that. We have no water coming through here.                  15 Energy, minerals, none.                  16 Cultural resources, like I said, if we                  17 were somehow impacting access or putting up barriers                  18 of some sort, then we might be impacting the                  19 cultural resources. And that's historical, as well,                  20 of course.                  21 And then finally the environmental                  22 justice, which does lend more towards division of                  23 class. And, you know, this area doesn't really have                  24 major issues. And since we're not changing                  25 anything, limiting access in any way or creating</p>
19	<p>1 and Auto Show Drive, and that's right here. That's                  2 where another tight weave was. And that's something                  3 NDOT's trying to get away from if at all possible                  4 because, like I said, it just creates people --                  5 people put on their brakes and it stops traffic                  6 flow. So hopefully we'll be eliminating that issue                  7 entirely.                  8 Next issue is an auxiliary lane along                  9 I-11 south from the interchange all the way down to                  10 Horizon Drive. I'm sure many of you experienced                  11 heading south on I-11 and recognized that traffic is                  12 backing up on Horizon Drive at that interchange. So                  13 it's dangerous, and all we're doing is adding the                  14 additional lane to accommodate that backup problem.                  15 And then finally increasing the                  16 capacity -- we talked about this a few times --                  17 right through here between the 515 and the 215.                  18 So the environmental impacts, that's                  19 kind of the gist of our study here. It has --                  20 concerns a lot of different variables, a lot more                  21 than people probably expect, you know, air quality                  22 obviously, biological resources, energy,                  23 floodplains. So it's just a full gamut. And I'll                  24 go into these in more detail as they're impacted.                  25 So the ones that are not impacted -- and</p>	21	<p>1 additional barriers, we're really in good shape with                  2 this project.                  3 And finally, land use and social                  4 economics. Land use basically is making sure that                  5 we're jiving with Henderson's land plans, what they                  6 intend to do. It creates no conflicts with what                  7 they're doing. In fact, I think they were happy                  8 we're creating these additional connections, so                  9 exceeding their expectations there.                  10 We do have a temporary construction                  11 easement we're going to need from Fiesta Henderson.                  12 But the Stations Casino owners, we met with them a                  13 few times and we were able to make some geometric                  14 adjustments, and they were very happy in the end                  15 what we're able to do for them. So there seems to                  16 be no issue there, as well.                  17 And then finally there is improved                  18 community cohesion because there's better                  19 accessibility.                  20 On the traffic and noise vibration,                  21 obviously, it's a concern. Homes have always been                  22 built up close to the interstate in this area, and                  23 it's unfortunate. You know, anytime you have a                  24 change to the interstate system when there's                  25 adjacent homes, it's not going to make them happy</p>

22	<p>1 because things change. But we do have means of                  2 minimizing that impact and that's through sound                  3 walls.                  4 You can see we are constructing three                  5 new sound walls and they're going to be using seven                  6 existing sound walls that won't be impacted. So                  7 it's really -- we're very fortunate this geometry                  8 also falls well into protection from the sound.                  9 And then on air quality -- some of this                  10 gets a little technical; I'm not going to read all                  11 these lines. But basically the RTC has a model,                  12 which evaluates the air quality. And what they try                  13 to do is make sure we're not making the air quality                  14 worse. And, obviously, if you're improving traffic                  15 flow, you don't have cars sitting, sitting there                  16 stalled, not moving, then you're improving air                  17 quality. People are getting there better. So it's                  18 very fortunate there we don't have any problems on                  19 that side.                  20 Visual resources. So -- and this kind                  21 of goes back to my prior comment about having                  22 adjacent homes. You know, sometimes the walls are                  23 taller, sometimes they're shorter. And this first                  24 picture is basically north of Gibson -- I'm sorry,                  25 it's east of Gibson on the 215, on the north side of</p>	24	<p>1 that, you know, weren't safe for the environment.                  2 There was some other general -- there's the PEPCON                  3 plant, but we don't really expect to hit any of                  4 these.                  5 You can see that there's a potential                  6 recognized environmental condition right here with                  7 Rec 1, and we're not going to hit that either, but                  8 we know that there might be groundwater contaminated                  9 by that. So it's a concern we'll be watching for.                  10 And then environmental resources. As I                  11 mentioned, you know, the bike facilities, the trails                  12 are a main concern of Henderson and ours, as well.                  13 So we'll be rebuilding this section of the trail                  14 that runs along the south side of the 215 all the                  15 way down to Acacia Park. And the City of Henderson                  16 recently installed this and it goes under the I-11                  17 through here. So that will be maintained, as well,                  18 but obviously as I mentioned prior, there are going                  19 to be some interruptions.                  20 So the timeline. As I mentioned                  21 earlier, the timeline's been improved. This is us                  22 here right now getting close to the end of the NEPA                  23 process, you know, in the middle of 2022. They took                  24 the preliminary design to 15, 30 percent or so. And                  25 what's going on now is we're trying to bring on</p>
23	<p>1 215. So you're looking towards the interchange,                  2 towards Henderson downtown. And you can see that                  3 really with sound walls there prior, and then we had                  4 to build this ramp to get rid of that Gibson overlap                  5 issue, the merge problem we had.                  6 So there is a little bit of a barrier                  7 there. It's unfortunate, but it's not as bad, you                  8 know, with the modifications they made.                  9 And the next one's Acacia Park. So you                  10 can see that there was some elevated ramps prior                  11 that have basically been put on a berm, and                  12 eliminated the air and visibility issues we had with                  13 that.                  14 And then this last one is the UPR trail,                  15 so this is adjacent to I-11 just south -- I'm                  16 sorry -- yeah, just south of the Fiesta casino and                  17 you're looking towards Fiesta casino. So not much                  18 of a change there. It looks pretty similar. We're                  19 doing that axillary lane on that side, as well, but                  20 it's really not going to change how things look.                  21 Hazardous materials. So not everybody                  22 played nice before 1970, and this is what you get.                  23 So people were burying different things. You can                  24 see some of these uncontrolled dumping. The                  25 telephone company back in the day had materials</p>	25	<p>1 board this design-build procurement consultant.                  2 We have not finalized that decision yet.                  3 But what they're going to do is bring on the final                  4 design and construction team. So it's a big effort.                  5 That's why, you know, a consultant's needed to do                  6 that with their specialty work. But that's going to                  7 start here before the end of '22.                  8 And then by the end of '23, we'll have                  9 that design-builder selected, that team, and then                  10 they'll start final design. And as I mentioned,                  11 they'll be able to start construction even before                  12 the final design is done, which gives us an                  13 advantage on the construction duration.                  14 And the duration itself, we're currently                  15 showing through the end of 2026. We're hoping to                  16 even improve that. And that's one of the variables                  17 that the design-builders will be giving us. How                  18 long is it going to take you, and they score more                  19 points for it being shorter. So I'm hoping that                  20 falls back by a few months at least.                  21 So that brings us back to comments. And                  22 as I mentioned previously, the comment cards are in                  23 the back. There's a form you can fill out. Or else                  24 speak to Karen over here. She's very fast, the                  25 stenographer.</p>

## Public Meeting

## Henderson Interchange Project

26	<p>1 And you can visit our website. I'm not 2 going to read all that to you. Read it yourself. 3 But it's very effective for leaving comments there. 4 And we've already talked about our meeting, that is 5 a virtual meeting that's going through July 7th? 6 MS. MLYNAREK: July 7th. 7 MR. BOWERS: Yeah. So please go on 8 there. Check it out. Sometimes it's nicer when 9 you're sitting at your desk and you'll be able to go 10 through. You can go through some of the animations 11 that Jim Mischler was showing you back with the 12 screen. 13 Or else you can submit the form by mail, 14 in case anybody still does that. I'll take a look 15 at those. I want to make sure they're recorded as 16 part of this environmental assessment. 17 So with that, I'll turn it back to you, 18 Cassie. Thank you. 19 MS. MLYNAREK: Okay. So now we're going 20 to start the Q and A session. And just as a 21 reminder, if you could go up to the microphone, say 22 your first and your last name for the record 23 followed by your comment or question. 24 Each person will have three minutes. 25 There's a countdown timer here in the middle of the</p>	28	<p>1 QUESTION AND ANSWER SESSION 2 -o0o- 3 4 PUBLIC COMMENTER GRISMANAUSKAS: Good 5 evening. Becky Grismanauskas, 280 East Delamar, 6 89015. 7 I have a couple questions regarding the 8 use of the nonpotable water that you're going to be 9 using for the construction. Since there's so much 10 going on now around Henderson and Black Hills, 11 et cetera, how is it regulated? I mean, would it 12 ever come to be that you would ever have to use good 13 water, so-called good water out of the lake? Or how 14 is the water actually regulated between you and the 15 construction companies currently using the huge 16 truckloads? 17 MR. BOWERS: Thank you, Becky. So I'm 18 at one disadvantage because we're still in the 19 environmental phase and we do have specialists in 20 the construction field that could probably answer 21 that question better, but I do know that contractors 22 try to minimize the use of water as much as 23 possible. And they do use nonpotable water when 24 possible because that's even less expensive, you 25 know, and it saves the treatment and everything else</p>
27	<p>1 aisle. And I just want to reiterate that all 2 comments and questions received here tonight will be 3 retained for the public record. 4 So whoever would like to step up and go 5 first. 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 /// 24 /// 25 ///</p>	29	<p>1 for materials such as concrete and different things. 2 So I can't answer that question as well 3 as I should be able to for you, but I just know that 4 it's going to be minimized. 5 PUBLIC COMMENTER GRISMANAUSKAS: Can I 6 comment or am I done? 7 MR. BOWERS: No. You can add 8 additional -- 9 PUBLIC COMMENTER GRISMANAUSKAS: Oh, 10 okay. I did not know that they could use regular 11 water other than nonpotable for -- basically, what 12 I'm referring to is the way the water is sprayed to 13 keep the dust down, that's basically what I'm 14 talking about. 15 So I did not know until right now that 16 companies are allowed to use water out of the lake 17 for that. I did not know that. 18 MR. BOWERS: Yeah. As long as the 19 water's safe and they have to meet the requirements 20 for that, then it doesn't have to be drinking water 21 that's just sprayed on the ground, correct. 22 PUBLIC COMMENTER GRISMANAUSKAS: Okay. 23 Thank you. 24 MR. BOWERS: Thank you. 25 PUBLIC COMMENTER MOEBS: Good afternoon.</p>

## Public Meeting

## Henderson Interchange Project

30	<p>1 My name is Mary Moebis. I live at 324 Waterwheel 2 Falls Drive. The -- 3 MS. MLYNAREK: Go ahead and start over. 4 PUBLIC COMMENTER MOEBIS: My name is Mary 5 Moebis. I live at 324 Waterwheel Falls Drive that 6 runs east and west off of Eastgate, and I'm 7 wondering how this is going to affect the entrance 8 onto Lake Mead and going up onto 215 and the 95 when 9 you start all this work. 10 MR. BOWERS: So you'll have improved 11 access there. I know at one time, Jim -- this is 12 Jim Mischler over here -- we were looking at adding 13 a third lane at Eastgate, but I believe we're still 14 at two lanes and then dual lefts. Is that correct? 15 MR. MISCHLER: Yes. Well, triple 16 lefts -- dual lefts from Lake Mead Parkway to Fiesta 17 Henderson, and then dual lefts, yeah, from eastbound 18 on the 215, Lake Mead Parkway to northbound -- 19 MS. MLYNAREK: Maybe he could come up to 20 the microphone. 21 MR. BOWERS: Yeah, and maybe remove your 22 mask, too. 23 PUBLIC COMMENTER MOEBIS: I'm deaf in one 24 ear, too, so. 25 MR. MISCHLER: So on Lake Mead Parkway</p>	32	<p>1 go this way up to Boulder City and straight on 215. 2 MR. MISCHLER: Okay. So if you are 3 coming from Lake Mead Parkway here. 4 PUBLIC COMMENTER MOEBIS: Yes. I come 5 off of Eastgate, I make a left. 6 MR. MISCHLER: So Eastgate's over here. 7 You turn left. 8 PUBLIC COMMENTER MOEBIS: Left. And 9 that's 215. Stay to my left. And you keep going 10 straight, and then you -- it forks off to the right 11 to go up to Boulder. 12 MR. BOWERS: Right. And that's going to 13 be eliminated, that loop. 14 (Crosstalk.) 15 MR. MISCHLER: Now you're going to go 16 left to go to Boulder. 17 PUBLIC COMMENTER MOEBIS: I see. Okay. 18 But during this construction, is that going to 19 affect this Lake Mead and Eastgate area? 20 MR. BOWERS: Yeah. The access will be 21 maintained in all directions during construction. 22 There may be some intermittent shutdowns, but they 23 would likely be at night. And, of course, we're not 24 to the point where we can say exactly what's going 25 to happen during construction, but you will still</p>
31	<p>1 from -- in the eastbound and westbound directions, 2 there would be dual left turn lanes onto either 3 Eastgate to the north or to Fiesta Henderson 4 Boulevard to the south. 5 And then to get onto the 515 north from 6 Lake Mead Parkway, it would be a two lane exit going 7 off. About a mile up the road, though, it would 8 taper and merge into one lane that then enters 515 9 close to Auto Show. 10 PUBLIC COMMENTER MOEBIS: Kind of like it 11 does now? It's kind of like one lane now and one 12 lane goes up to Boulder City. 13 MR. MISCHLER: Okay. Towards Boulder 14 City to the south, it would be one lane exiting from 15 westbound Lake Mead Parkway. You would exit to the 16 left to go south on I-11 towards Boulder City. 17 PUBLIC COMMENTER MOEBIS: They'll change 18 that. 19 MR. MISCHLER: Yes. Right now you go to 20 the right and go on that loop ramp, and with the 21 build alternative, you would go to the left and not 22 have a loop. 23 PUBLIC COMMENTER MOEBIS: Well, it's not 24 like that now. When you come off of Eastgate, you 25 make a left and you go up 215 and you go -- you just</p>	33	<p>1 have access. 2 PUBLIC COMMENTER MOEBIS: Okay. That's 3 great. That's what concerned me because I thought 4 now we're going to have go all the way the other way 5 to Pacific and come around, then take the other way 6 and go the long way around or go up to Horizon to 7 get on the expressway. 8 MR. BOWERS: Yeah. We hope to avoid 9 that. We definitely trying to minimize any 10 inconvenience you might have. 11 PUBLIC COMMENTER MOEBIS: That's great. 12 Thank you. 13 MR. BOWERS: All right. 14 PUBLIC COMMENTER BERSON: Berle Berson. 15 I don't believe you addressed the 16 obstruction of traffic, local traffic during the 17 construction period. 18 Will there be any disruption of local 19 traffic? 20 MR. BOWERS: Thank you for that comment. 21 You know, we have not finalized the 22 staging plan for the construction, and that will be 23 one of the responsibilities of the design-build 24 team. We're still way too early. We're only at 15 25 to 30 percent design. But obviously, and like I</p>

## Public Meeting

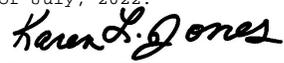
## Henderson Interchange Project

34	<p>1 said, that's our goal and it's the City of  2 Henderson's goal; we work together closely to  3 minimize those impacts. And I imagine there will be  4 a public meeting to discuss those impacts before it  5 happens.  6 And as I mentioned also, we're going to  7 try and maintain traffic flow, and it may be slowed.  8 Because as I discussed earlier, you know, you still  9 want to have some capacity on your roadway system  10 when you make improvements like this, so that you  11 can, you know, eliminate a lane and still let  12 vehicles come through.  13 So our intention is, is to maintain that  14 flow. We know it's not going to be possible all the  15 time because of bridge destruction, you know,  16 demolition that has to occur and you can't have  17 traffic under that. But we're going to minimize  18 those periods, and keep it moving as much as  19 possible.  20 PUBLIC COMMENTER MARY: The only  21 question I have -- oh, my name is Mary, and I live  22 on Cypress Drive over in Henderson.  23 But the only question I have is the  24 congestion we have getting on the freeway, the  25 onramps on Galleria, Sunset and Auto Show, will</p>	36	<p>1 wall with the sound wall above it.  2 There is a varying dimension anywhere  3 from three to eight feet from the right-of-way to  4 the existing back walls of the properties along  5 Viento Montagna. And so the exact dimension from  6 the retaining wall to that wall varies depending on  7 which property is yours, but it's anywhere from 19  8 to about 24 feet at the closest.  9 PUBLIC COMMENTER O'BRIAN: Is the bike  10 path going to be moved?  11 MR. MISCHLER: The bike path gets moved  12 slightly, gets straightened out horizontally and  13 also the vertical changes a bit on it, as well.  14 PUBLIC COMMENTER O'BRIAN: Thank you.  15 PUBLIC COMMENTER URIBE: My name is  16 Sally Uribe. I live on 756 Viento Del Montagna  17 Avenue, Henderson, Nevada 89012.  18 My question is, currently right now  19 we're having issues with noise. It is extremely  20 loud. How is this going to prevent by adding  21 another lane with the construction that you guys  22 plan to have so we don't have that much noise? I'm  23 right against the 215. 215 is my backyard.  24 So I'm asking what sound barriers?  25 Because right now, there's not enough. Right now, I</p>
35	<p>1 those be addressed? And I'm talking about all of  2 them going southbound. Will those be changed? Are  3 they going to be the same?  4 MR. BOWERS: They will be improved. So  5 we're eliminating some of those weaving issues and  6 the distance between the onramp and off-ramp as we  7 mentioned, you know, down by the Galleria. So  8 it's -- it's going to be helped. It will.  9 PUBLIC COMMENTER MARY: Thank you.  10 MR. BOWERS: All right.  11 PUBLIC COMMENTER O'BRIAN: Bob O'Brian.  12 My question is the 215 eastbound alongside the  13 Viento Del Montagna homes, what is going to be the  14 distance between the new sound wall and the existing  15 back walls?  16 MR. BOWERS: Jim, are you familiar with  17 that distance?  18 MR. MISCHLER: Yes. So the project in  19 the eastbound directions, the closest that the new  20 retaining walls and sound walls would get to the  21 property line, to the NDOT's right-of-way would be  22 16 feet.  23 You have -- we have the 12-foot wide  24 bike path and two feet shy on either side of that  25 path from the right-of-way to the vertical retaining</p>	37	<p>1 here crashes. Some parts of cars come over into my  2 yard. I've had a bumper in the backyard, in my  3 backyard.  4 And the noise is extremely loud. And  5 you talk about construction at night. I work three  6 jobs around the clock. How am I going to get any  7 sleep with this construction at night?  8 MR. BOWERS: So I'm really sorry to hear  9 that, you know, and obviously we want to be good  10 neighbors. Like I said, it's a problem that has  11 occurred since interstates have been installed  12 adjacent to communities. And like I said, it's  13 difficult to resolve some of these issues, but our  14 engineers have design sound walls. And you can see  15 in the area that we're talking about that extend  16 well above the roadway. And we can give you exact  17 dimensions at your location if you'd like to see it.  18 So that protecting you from the sound, you know, the  19 noise.  20 And hopefully with this improved  21 geometry, we're not going to have issues and crashes  22 like we had in the past because that weaving and  23 different things cause people to crash. So we're  24 going to be eliminating that.  25 And like I said, with the sound wall</p>

38	<p>1 design, it's there to bring it down to acceptable</p> <p>2 levels. So hopefully you won't be having the same</p> <p>3 problems had you in the past.</p> <p>4 PUBLIC COMMENTER URIBE: Has this study</p> <p>5 been proven at all?</p> <p>6 MR. BOWERS: Yes. I actually used to</p> <p>7 design sound walls myself, but what happens is it's</p> <p>8 a, you know, it's a known science and it</p> <p>9 basically -- it's FHWA approved, so it's federally</p> <p>10 approved. And you've seen sound walls designed all</p> <p>11 across the country, and they work.</p> <p>12 PUBLIC COMMENTER URIBE: Well, currently</p> <p>13 right now the sound walls that are up are not</p> <p>14 working, and I have video of all that, as well as</p> <p>15 the construction workers that -- when you guys were</p> <p>16 building that new way, the previous owner that I</p> <p>17 bought the house from, he told me that they were</p> <p>18 filming -- construction workers were filming people</p> <p>19 in their houses. How are we going to be safe by</p> <p>20 somebody in the backyard working and then filming</p> <p>21 people through their windows?</p> <p>22 MR. BOWERS: Yeah, that sounds very</p> <p>23 strange and apologize for that as well.</p> <p>24 PUBLIC COMMENTER URIBE: We have people</p> <p>25 here today, neighbors that also have seen the same</p>	40	<p>1 a return back phone call.</p> <p>2 MR. BOWERS: I apologize for that.</p> <p>3 MS. GOZA-TYNER: Dave, I want to</p> <p>4 introduce myself.</p> <p>5 MR. BOWERS: Come to the microphone.</p> <p>6 Thank you.</p> <p>7 MS. GOZA-TYNER: Hi, everyone. My name</p> <p>8 is Jessica Goza-Tyner. I am the air quality and</p> <p>9 traffic noise analyst for the Department of</p> <p>10 Transportation. So please come back -- I'm back by</p> <p>11 the trash can, so come back and see me and I can</p> <p>12 pull up the report for your address. Because you</p> <p>13 said you back up to the 215?</p> <p>14 PUBLIC COMMENTER URIBE: Correct.</p> <p>15 MS. GOZA-TYNER: So I can pull up the</p> <p>16 report so we can show what the noise is now in the</p> <p>17 no-build condition and then the build condition,</p> <p>18 morning rush hour, p.m. rush hour. There's way too</p> <p>19 much data. So that way we can do through it. So</p> <p>20 don't -- so that way we can try to alleviate some of</p> <p>21 your concerns. I just wanted to --</p> <p>22 MR. BOWERS: Appreciate that, Jessica.</p> <p>23 Thank you.</p> <p>24 PUBLIC COMMENTER URIBE: I also have</p> <p>25 more questions. How about if the construction</p>
39	<p>1 thing.</p> <p>2 MR. BOWERS: So that's good to know.</p> <p>3 You know. And, obviously, we'll be more cognizant,</p> <p>4 more aware of that type of situation and we'll bring</p> <p>5 that up, you know, with the design builder that is</p> <p>6 selected, that, you know, we need to make sure that</p> <p>7 that type of activity is not going to be tolerated.</p> <p>8 PUBLIC COMMENTER URIBE: So from what</p> <p>9 time to what time are you guys planning on doing</p> <p>10 this construction?</p> <p>11 MR. BOWERS: I -- we're not in the</p> <p>12 construction phase. I apologize. I cannot answer</p> <p>13 that question yet.</p> <p>14 PUBLIC COMMENTER URIBE: When can I get</p> <p>15 that?</p> <p>16 MR. BOWERS: So I think it will be known</p> <p>17 as we move into the design-build procurement, select</p> <p>18 the contractor that we tie down that through</p> <p>19 negotiations, you know. And there will be an</p> <p>20 opportunity, you know, to raise concerns, I expect,</p> <p>21 during the construction as well. If you have</p> <p>22 issues, you know, you'll have a number to call NDOT,</p> <p>23 you know, to make sure that they're resolved.</p> <p>24 PUBLIC COMMENTER URIBE: I have called</p> <p>25 numbers and all I get is voicemail, and I never get</p>	41	<p>1 damages my property in any way?</p> <p>2 MR. BOWERS: We would be responsible for</p> <p>3 that.</p> <p>4 PUBLIC COMMENTER URIBE: And where do we</p> <p>5 call as people that are being affected by --</p> <p>6 MR. BOWERS: You know, I would expect --</p> <p>7 and I apologize, I'm not on the construction side of</p> <p>8 NDOT. But I expect that there would be a contact</p> <p>9 number, a hotline. There will be brochures, mailers</p> <p>10 for all the adjacent properties during construction,</p> <p>11 and in that brochure you would have numbers for</p> <p>12 contact.</p> <p>13 PUBLIC COMMENTER GERMANY: My name is</p> <p>14 Julia Germany. I have -- I have similar concerns</p> <p>15 with the previous speaker. You, sir, mentioned that</p> <p>16 houses have always been built next to expressways.</p> <p>17 But these houses in the top photo there, they've</p> <p>18 been there since 1999. There was no compensation or</p> <p>19 anything given to any of these homeowners, and like</p> <p>20 the previous speaker said for the inconvenience, the</p> <p>21 working at night, the noise, the construction</p> <p>22 workers with the binoculars and video cameras. And</p> <p>23 anyone with children or young daughters, you could</p> <p>24 not use your backyard at all during the construction</p> <p>25 period.</p>

42	<p>1 MR. BOWERS: I'm very sorry to hear</p> <p>2 about that, and I do recognize that it's not</p> <p>3 necessarily that interstates are there first.</p> <p>4 Obviously, it goes both directions. And it is --</p> <p>5 it's unfortunate, you know, that interstates do</p> <p>6 bring noise, you know, and construction.</p> <p>7 So I can apologize for that and state</p> <p>8 that we definitely appreciate your patience through</p> <p>9 these construction periods. And like I said, I</p> <p>10 hundred percent expect there to be contact</p> <p>11 information before the project's even started, you</p> <p>12 know, and I think you'll have the ability to reach</p> <p>13 out if there's any concerns or problems during</p> <p>14 construction to resolve those complaints.</p> <p>15 PUBLIC COMMENTER GERMANY: Well, I know</p> <p>16 on the previous build in 2005, my husband who was</p> <p>17 working third shift at the time had to tramp out to</p> <p>18 the jobsite and ask the men to please stop working.</p> <p>19 Because we had been assured by NDOT, who sat in our</p> <p>20 living room and promised us the hours of</p> <p>21 construction, the amount of noise during</p> <p>22 construction, and it was all lies.</p> <p>23 And secondly, I'm wondering, the people</p> <p>24 whose homes have a retaining wall right now anywhere</p> <p>25 between 37 feet to 80 feet from their back wall to</p>	44	<p>1 indicated that you're bringing up some very good</p> <p>2 information and comments. So if you would, please</p> <p>3 after this presentation come up and speak with Karen</p> <p>4 or leave a note in our box to make sure it's</p> <p>5 formally addressed.</p> <p>6 PUBLIC COMMENTER DUDLEY: Hello. My</p> <p>7 name is Steven Dudley, Belvedere Drive here in</p> <p>8 Henderson. I'm also a member of the carpenters</p> <p>9 Local 1977. And we're on board with the project as</p> <p>10 long as contractors have state accredited</p> <p>11 apprenticeship language to where we're training them</p> <p>12 here locally to where we can build a workforce for</p> <p>13 the future here locally, so we're not shipping in</p> <p>14 people from Mississippi, Alabama, that kind of</p> <p>15 stuff.</p> <p>16 The Valley's growing all around us,</p> <p>17 gang. North, south, east, west. And we don't want</p> <p>18 to be left behind here in Henderson. We want this</p> <p>19 stuff built. This will be hundreds of workers here</p> <p>20 in the Valley feeding their families for a couple of</p> <p>21 years to come. That money goes right back into the</p> <p>22 local economy. It's a give all the way around.</p> <p>23 And the carpenters support it. Like I</p> <p>24 said, as long as we can keep up. I believe there</p> <p>25 was a young woman complaining about contractors,</p>
43	<p>1 the retaining wall, and now you're saying it's going</p> <p>2 to be 16 feet. I think the person said 16 or 19</p> <p>3 feet, something like that. Is there any type of</p> <p>4 compensation for homeowners whose house value is</p> <p>5 really going down the tubes for something -- a</p> <p>6 project like this literally in our backyard?</p> <p>7 MR. BOWERS: And I apologize, I do not</p> <p>8 have the answer for that. You know, I'm simply an</p> <p>9 engineer, you know, and so we do these designs and</p> <p>10 try to make them less impactful as possible through</p> <p>11 this environmental process. Beyond that, I think</p> <p>12 you would have to consult other people.</p> <p>13 PUBLIC COMMENTER GERMANY: Who are the</p> <p>14 other people?</p> <p>15 MR. BOWERS: I don't know. You could</p> <p>16 reach out to NDOT's district office or maybe even</p> <p>17 their main office up in Carson City, you know, and</p> <p>18 question that. Or else you could even, you know,</p> <p>19 reach out to -- to anyone in the community that has</p> <p>20 information, that type of thing. I really</p> <p>21 apologize. I'm not familiar on how to go through</p> <p>22 that process.</p> <p>23 PUBLIC COMMENTER GERMANY: Okay. Thank</p> <p>24 you.</p> <p>25 MR. BOWERS: And, I'm sorry, Jim just</p>	45	<p>1 that sounds like Fisher with maybe their labor</p> <p>2 trafficking and some of that stuff. We don't agree</p> <p>3 with companies like that. But if we have</p> <p>4 construction companies tied to it that are state</p> <p>5 accredited with their apprenticeship programs,</p> <p>6 things of that nature, the carpenters are</p> <p>7 100 percent on board. That's really it. Thank you.</p> <p>8 MR. BOWERS: Thank you for the comment.</p> <p>9 MS. MLYNAREK: Any other comments?</p> <p>10 PUBLIC COMMENTER URIBE: Hi, it's me</p> <p>11 again. So in regards to air quality. They're</p> <p>12 showing me back there exactly how many decibels and</p> <p>13 everything. Currently right now I get all that dust</p> <p>14 in the back and it goes straight in my pool. My</p> <p>15 pool cost me 75 grand to actually build in the</p> <p>16 backyard. Of course, all that affects me.</p> <p>17 Where or who or what do I do if all that</p> <p>18 comes in my area? Do I then submit a comment and</p> <p>19 then wait for somebody to get back to me and they</p> <p>20 never get back to me?</p> <p>21 I'm actually really concerned because it</p> <p>22 directly affects my backyard. I will be affected</p> <p>23 the most, and so will my neighbor here. We are</p> <p>24 directly affected.</p> <p>25 I have a little girl, too, at my house,</p>

46	<p>1 and I am scared of when this happens. I also am a                  2 part of the union, and I'm telling you right now                  3 from what the carpenters -- I know a few carpenters,                  4 and they're not -- after I told them exactly what                  5 occurred, they're not on board and neither is all of                  6 my neighbors. None of them are on board. They're                  7 seniors. They need help sometimes. All of that                  8 comes in the backyard. I just don't see anything                  9 positive coming out of here.                  10 MR. BOWERS: So that is a valid concern                  11 and I understand, and I wish I was in construction                  12 and knew the process that we were going to take. We                  13 haven't finalized that yet. But like I said, I can                  14 say with certainty that there will be a contact line                  15 that will be active. You'll have the ability to                  16 speak with a superintendent if necessary, but I'm I                  17 would expect that NDOT could be that bridge for you.                  18 But you will be protected to the best their ability.                  19 PUBLIC COMMENTER URIBE: So lighting as                  20 well. I have a problem with the current lighting.                  21 How is that going to affect us now, is there going                  22 to be more light currently right now? Is there                  23 going to be more light? Currently right now at                  24 night, that light that is on the freeway hits my                  25 house and it's like daytime. And that's</p>	48	<p>1 pollution. So we'll make sure that's addressed                  2 during the design phase.                  3 PUBLIC COMMENTER URIBE: So the bike                  4 path that you guys said you're going to straighten,                  5 how is that going to be straightened? Is that going                  6 to be closer to my wall, my backyard wall?                  7 MR. BOWERS: I think it's just getting                  8 minor adjustments. And Jim may know that exact                  9 geometry.                  10 MR. MISCHLER: Yes, in some areas it is                  11 getting closer to your wall. The bike path itself                  12 would be positioned to be about two feet off of the                  13 right-of-way line. The right-of-way line is not                  14 your wall. There is some space between the                  15 right-of-way and your wall, and depending on where                  16 your house is, that distance differs depending on                  17 where you are along the path.                  18 But the bike path itself would be                  19 positioned to be two feet off the right-of-way line.                  20 PUBLIC COMMENTER URIBE: So it would be                  21 closer?                  22 MR. MISCHLER: In many cases, closer,                  23 yes.                  24 PUBLIC COMMENTER URIBE: So it would be                  25 closer to my backyard wall?</p>
47	<p>1 consistently it's been happening for three months.                  2 I've been calling Henderson, City of Henderson.                  3 Nobody has got down to that issue. That light is                  4 completely bright.                  5 So my question is how is the lighting?                  6 How are you guys going to not have that lighting                  7 affect my window so I can at least go to sleep so I                  8 can go to work?                  9 MR. BOWERS: Sure, and that's a valid                  10 concern, as well, and that's something that would be                  11 addressed more during the design phase.                  12 Do you know what type of lighting it is?                  13 Is it on the ramp or is it --                  14 PUBLIC COMMENTER URIBE: It's on the                  15 freeway.                  16 MR. BOWERS: So it's a center one                  17 between the --                  18 PUBLIC COMMENTER URIBE: Correct. And I                  19 called for the last three months and I have called                  20 and called and called and called. Zero.                  21 MR. BOWERS: So you'll be happy to know                  22 that will be changed. And I'm sure it will be                  23 improved as lighting itself has been improved. So                  24 it's definitely a goal, you know, to not intrude on                  25 neighboring properties with light. It is light</p>	49	<p>1 MR. MISCHLER: Closer, yes.                  2 PUBLIC COMMENTER URIBE: So there's                  3 another -- there's the wall and then there's that                  4 one you're talking about. So it would be closer to                  5 that barrier of wall, correct?                  6 MR. MISCHLER: Yes, yes.                  7 PUBLIC COMMENTER URIBE: So it would be                  8 closer to my backyard.                  9 MR. MISCHLER: Yes.                  10 PUBLIC COMMENTER URIBE: That sucks.                  11 PUBLIC COMMENTER GERMANY: My name is                  12 Micah Germany. I live in the Viento Del Montagna                  13 neighborhood. That 215 eastbound Boulder City                  14 flyover goes right 37 feet from my back wall. The                  15 proposal is to take two more lanes right along the                  16 bike path. They talk about 30 percent procurement                  17 and design. That means they might have 30 percent                  18 design, but after that, they can change it and do                  19 whatever they want.                  20 And, sir, no disrespect, but you have                  21 not been able to answer one question from anybody                  22 here. We've just been spoken to. You know. This                  23 is a forum. You haven't answered any questions.                  24 And my family's lived in that                  25 neighborhood since 1999. We dealt with NDOT in</p>

50	<p>1 2005, '6 and '7 when they originally did the                  2 Henderson spaghetti bowl. Personally, I do                  3 construction, I'm not a carpenter, IEW.                  4 Every night they sat in our living room,                  5 We will not work at night. They worked at night.                  6 We won't have light shining in your houses. They                  7 had light shining in. They sat in our living room                  8 and lied directly to our face, and they're going to                  9 do it to you. It doesn't matter what question you                  10 have, they're going to tell you what you want to                  11 hear and it will be a lie. Thank you.                  12 PUBLIC COMMENTER O'BRIAN: Rob O'Brian.                  13 Is your name Jim?                  14 MR. MISCHLER: Yes.                  15 PUBLIC COMMENTER O'BRIAN: Does NDOT                  16 have a standard of distance between the highway and                  17 the property, private property?                  18 MR. MISCHLER: There is no minimum. It                  19 could be right up to be zero, right on the edge of                  20 their property. But they do, as a general rule, try                  21 to keep a space for maintenance access along the                  22 highway. And so in the case of the south side of                  23 215, the bike path, the combined bike path also                  24 serves as maintenance access to be if they need to                  25 clean some graffiti off the wall or what have you to</p>	52	<p>1 going to wrap everybody here so we can get your                  2 individual questions answered.                  3 PUBLIC COMMENTER URIBE: But I just                  4 found out that it's worse noise than less. I mean                  5 this is bad.                  6 MS. MLYNAREK: Ma'am, I'm sorry. We're                  7 going to wrap this portion, and then we're going to                  8 be able to address your comments individually.                  9 So I just want to reiterate that there                  10 is still time to look at this information. We do                  11 have the online meeting. It's going until July 7th.                  12 Please submit comments whether that's here, whether                  13 that's online.                  14 We do have about 20 minutes left in this                  15 project space to meet face-to-face with you. But,                  16 again, all of your comments will be retained for our                  17 public record, and thank you so much for visiting us                  18 here this evening. Thank you.                  19                  20                  21 (Meeting concluded at 7:00 p.m.)                  22 -o0o-                  23                  24                  25</p>
51	<p>1 get access to that.                  2 PUBLIC COMMENTER O'BRIAN: Does the                  3 cantilevered wall take away even more distance from                  4 the roadway through the bike path.                  5 MR. MISCHLER: No. The bike path                  6 occupies a 16-foot corridor and then you have the                  7 retaining wall for the highway and then the highway                  8 to the north of that.                  9 PUBLIC COMMENTER O'BRIAN: So the                  10 retaining wall's built right on the highway? In                  11 other words, there's no cantilevering into the homes                  12 area?                  13 MR. MISCHLER: No, not cantilever. So                  14 you have the property -- you have the back wall of                  15 your property and then some varying distance from                  16 there to the right of way line, and then 16 feet                  17 from the right of way line to the retaining wall and                  18 then the highway north of that.                  19 PUBLIC COMMENTER O'BRIAN: Okay. Thank                  20 you.                  21 MS. MLYNAREK: Thank you very much.                  22 We're going to go ahead and wrap.                  23 PUBLIC COMMENTER URIBE: I want --                  24 MS. MLYNAREK: We have 30 more minutes                  25 for you to spend with the project team. We're just</p>	53	<p>1 CERTIFICATE OF REPORTER                  2 STATE OF NEVADA )                  )SS:                  3 COUNTY OF CLARK )                  4 I, Karen L. Jones, a duly commissioned and                  5 licensed Court Reporter, Clark County, State of                  6 Nevada, do hereby certify: That I reported in                  7 stenotype the foregoing public meeting commencing on                  8 Thursday, June 23, 2022 at 4:00 p.m.                  9 That I thereafter transcribed my said                  10 shorthand notes into typewriting and that the                  11 typewritten transcript of said public meeting is a                  12 complete, true and accurate transcription of said                  13 shorthand notes.                  14 IN WITNESS WHEREOF, I have hereunto set my                  15 hand, in my office, in the County of Clark, State of                  16 Nevada, this 3rd day of July, 2022.                  17                    18                  19                  20                  21                  22                  23                  24                  25                  KAREN L. JONES, CCR NO. 694</p>

## Public Meeting

## Henderson Interchange Project

-	12:9		<b>89015</b> 28:6
<b>-000-</b> 5:2 28:2 52:22	<b>2005</b> 10:17 42:16 50:1	<b>4</b>	<b>9</b>
<b>1</b>	<b>2022</b> 24:23	<b>5</b>	<b>9.1</b> 16:19
<b>1</b> 15:9 18:5 24:7	<b>2026</b> 25:15	<b>515</b> 10:10 14:1,6,7 17:17, 24 18:16 19:17 31:5,8	<b>95</b> 13:16 30:8
<b>1.5</b> 10:19	<b>2040</b> 12:8,19	<b>564</b> 10:6	<b>A</b>
<b>100</b> 45:7	<b>215</b> 10:5 14:1,6,7 17:2,24 18:6,14,25 19:17 22:25 23:1 24:14 30:8, 18 31:25 32:1,9 35:12 36:23 40:13 49:13 50:23	<b>5:30</b> 5:7	<b>ability</b> 8:13 14:10 18:1 42:12 46:15,18
<b>12-foot</b> 35:23	<b>22</b> 25:7	<b>6</b>	<b>Acacia</b> 23:9 24:15
<b>15</b> 24:24 33:24	<b>23</b> 25:8	<b>6</b> 50:1	<b>acceptable</b> 38:1
<b>16</b> 35:22 43:2 51:16	<b>24</b> 36:8	<b>7</b>	<b>access</b> 11:12,20 18:19 20:17, 25 30:11 32:20 33:1 50:21,24 51:1
<b>16-foot</b> 51:6	<b>280</b> 28:5	<b>7</b> 50:1	<b>accessibility</b> 12:25 21:19
<b>19</b> 36:7 43:2	<b>2A</b> 16:4,18	<b>7.4</b> 16:19	<b>accolades</b> 14:19
<b>1969</b> 9:5	<b>3</b>	<b>75</b> 45:15	<b>accommodate</b> 12:21 14:9 19:14
<b>1970</b> 23:22	<b>30</b> 8:2 24:24 33:25 49:16, 17 51:24	<b>756</b> 36:16	<b>accommodating</b> 14:4
<b>1977</b> 44:9	<b>30-day</b> 9:1	<b>7:00</b> 52:21	<b>accessibility</b> 44:10 45:5
<b>1999</b> 41:18 49:25	<b>324</b> 30:1,5	<b>7th</b> 6:2 26:5,6 52:11	<b>Act</b> 9:5
<b>2</b>	<b>37</b> 15:6 42:25 49:14	<b>8</b>	<b>active</b> 46:15
<b>2</b> 15:9		<b>8</b> 16:19	<b>activity</b> 39:7
<b>2.4</b> 10:19		<b>80</b> 42:25	<b>add</b> 29:7
<b>20</b> 12:14,18 52:14		<b>89012</b> 36:17	<b>adding</b>
<b>20-year</b>			

19:13 30:12 36:20	<b>allowed</b> 29:16	<b>area</b> 10:3 13:13 15:7 18:8 20:23 21:22 32:19 37:15 45:18 51:12	<b>bad</b> 7:7 23:7 52:5
<b>additional</b> 8:19 19:14 20:2 21:1,8 29:8	<b>alongside</b> 35:12	<b>areas</b> 12:7 48:10	<b>barrier</b> 18:23 23:6 49:5
<b>address</b> 6:22 40:12 52:8	<b>alternates</b> 13:19	<b>assessment</b> 8:25 14:22 15:14,16 26:16	<b>barriers</b> 20:17 21:1 36:24
<b>addressed</b> 33:15 35:1 44:5 47:11 48:1	<b>alternative</b> 10:2 18:3 31:21	<b>assured</b> 42:19	<b>based</b> 16:10
<b>adjacent</b> 11:8 21:25 22:22 23:15 37:12 41:10	<b>alternatives</b> 9:23 15:5,8 16:8,20	<b>Auto</b> 11:20 19:1 31:9 34:25	<b>basically</b> 8:21,25 12:4 16:4 21:4 22:11,24 23:11 29:11, 13 38:9
<b>adjustments</b> 21:14 48:8	<b>amazing</b> 15:6,23 16:2	<b>auxiliary</b> 19:8	<b>Becky</b> 28:5,17
<b>ado</b> 6:24	<b>amount</b> 9:25 10:23 16:1 17:20 42:21	<b>Avenue</b> 36:17	<b>begin</b> 5:5
<b>advantage</b> 25:13	<b>analyst</b> 40:9	<b>averages</b> 11:23	<b>believer</b> 9:15
<b>affect</b> 30:7 32:19 46:21 47:7	<b>analyzed</b> 16:9	<b>avoid</b> 11:25 12:2 33:8	<b>Belvedere</b> 44:7
<b>affected</b> 41:5 45:22,24	<b>animations</b> 26:10	<b>aware</b> 39:4	<b>benefits</b> 9:25
<b>affects</b> 45:16,22	<b>annoyed</b> 18:22	<b>axillary</b> 23:19	<b>Berle</b> 33:14
<b>afternoon</b> 29:25	<b>answers</b> 15:21	<hr/> <b>B</b> <hr/>	<b>berm</b> 23:11
<b>agencies</b> 5:15	<b>anticipate</b> 7:13	<b>back</b> 6:11 8:10 10:18 13:18 17:5 22:21 23:25 25:20,21,23 26:11,17 35:15 36:4 40:1,10,11, 13 42:25 44:21 45:12, 14,19,20 49:14 51:14	<b>Berson</b> 33:14
<b>agree</b> 45:2	<b>anytime</b> 21:23	<b>backing</b> 19:12	<b>big</b> 9:14,15 15:9 25:4
<b>ahead</b> 6:12 11:4 30:3 51:22	<b>apologize</b> 38:23 39:12 40:2 41:7 42:7 43:7,21	<b>backup</b> 19:14	<b>bike</b> 12:22,23 13:1 24:11 35:24 36:9,11 48:3,11, 18 49:16 50:23 51:4,5
<b>air</b> 19:21 22:9,12,13,16 23:12 40:8 45:11	<b>apprenticeship</b> 44:11 45:5	<b>backyard</b> 36:23 37:2,3 38:20 41:24 43:6 45:16,22 46:8 48:6,25 49:8	<b>binoculars</b> 41:22
<b>aisle</b> 27:1	<b>approach</b> 18:12		<b>biological</b> 19:22 20:7
<b>Alabama</b> 44:14	<b>approval</b> 9:3		<b>bit</b> 11:9 18:22 23:6 36:13
<b>alleviate</b> 40:20	<b>approved</b> 38:9,10		<b>Black</b>

28:10	41:11	<b>capacity</b> 11:7 19:16 34:9	<b>chat</b> 6:22
<b>board</b> 13:18 25:1 44:9 45:7 46:5,6	<b>brochures</b> 41:9	<b>cards</b> 25:22	<b>Check</b> 26:8
<b>Bob</b> 35:11	<b>brought</b> 15:11	<b>career</b> 12:12	<b>children</b> 41:23
<b>bottlenecking</b> 18:9	<b>build</b> 8:6 10:2 11:8 18:3 23:4 31:21 40:17 42:16 44:12 45:15	<b>carpenter</b> 50:3	<b>Chrissy</b> 13:17
<b>bought</b> 38:17	<b>builder</b> 8:1 39:5	<b>carpenters</b> 44:8,23 45:6 46:3	<b>City</b> 5:15 14:15,17,24 24:15 31:12,14,16 32:1 34:1 43:17 47:2 49:13
<b>Boulder</b> 31:12,13,16 32:1,11, 16 49:13	<b>building</b> 38:16	<b>cars</b> 22:15 37:1	<b>class</b> 20:23
<b>Boulevard</b> 31:4	<b>built</b> 21:22 41:16 44:19 51:10	<b>Carson</b> 43:17	<b>clean</b> 50:25
<b>Bowers</b> 6:25 7:1,3 26:7 28:17 29:7,18,24 30:10,21 32:12,20 33:8,13,20 35:4,10,16 37:8 38:6, 22 39:2,11,16 40:2,5, 22 41:2,6 42:1 43:7, 15,25 45:8 46:10 47:9, 16,21 48:7	<b>bumper</b> 37:2	<b>case</b> 26:14 50:22	<b>clock</b> 37:6
<b>bowl</b> 50:2	<b>burying</b> 23:23	<b>cases</b> 48:22	<b>close</b> 21:22 24:22 31:9
<b>box</b> 6:22 8:10,18 44:4	<hr/> <b>C</b> <hr/>	<b>casino</b> 21:12 23:16,17	<b>closely</b> 34:2
<b>brakes</b> 19:5	<b>CA</b> 14:20 15:11 20:3	<b>Cassie</b> 5:8 7:1 8:14 26:18	<b>closer</b> 48:6,11,21,22,25 49:1, 4,8
<b>bridge</b> 34:15 46:17	<b>call</b> 13:11 39:22 40:1 41:5	<b>Caviola</b> 14:19	<b>closest</b> 35:19 36:8
<b>bright</b> 47:4	<b>called</b> 39:24 47:19,20	<b>center</b> 47:16	<b>cognizant</b> 39:3
<b>bring</b> 24:25 25:3 38:1 39:4 42:6	<b>calling</b> 47:2	<b>central</b> 17:23	<b>cohesion</b> 21:18
<b>bringing</b> 44:1	<b>cameras</b> 6:17 41:22	<b>certainty</b> 46:14	<b>combined</b> 15:8 50:23
<b>brings</b> 25:21	<b>cantilever</b> 51:13	<b>cetera</b> 28:11	<b>comment</b> 6:21,23 8:10,17,18 22:21 25:22 26:23 29:6 33:20 45:8,18
<b>brochure</b>	<b>cantilevered</b> 51:3	<b>chance</b> 16:24	<b>COMMENTER</b> 28:4 29:5,9,22,25 30:4,23 31:10,17,23 32:4,8,17 33:2,11,14
	<b>cantilevering</b> 51:11	<b>change</b> 21:24 22:1 23:18,20 31:17 49:18	
	<b>Canyon</b> 13:17	<b>changed</b> 7:22,24 35:2 47:22	
		<b>changing</b> 20:24	

34:20 35:9,11 36:9,14, 15 38:4,12,24 39:8,14, 24 40:14,24 41:4,13 42:15 43:13,23 44:6 45:10 46:19 47:14,18 48:3,20,24 49:2,7,10, 11 50:12,15 51:2,9,19, 23 52:3	<b>concerned</b> 11:16 12:24 33:3 45:21	41:7,10,21,24 42:6,9, 14,21,22 45:4 46:11 50:3	<b>crashes</b> 11:16 37:1,21
<b>comments</b> 7:16 8:9 9:1 25:21 26:3 27:2 44:2 45:9 52:8,12,16	<b>concerns</b> 19:20 39:20 40:21 41:14 42:13	<b>consult</b> 43:12	<b>create</b> 11:2
<b>communities</b> 37:12	<b>concluded</b> 52:21	<b>consultant</b> 14:18 25:1	<b>creates</b> 18:9 19:4 21:6
<b>community</b> 7:6 10:15 15:1 21:18 43:19	<b>concrete</b> 29:1	<b>consultant's</b> 25:5	<b>creating</b> 20:25 21:8
<b>companies</b> 15:12 28:15 29:16 45:3,4	<b>condition</b> 24:6 40:17	<b>contact</b> 41:8,12 42:10 46:14	<b>critical</b> 11:11
<b>company</b> 23:25	<b>configuration</b> 17:19	<b>contaminated</b> 24:8	<b>crossover</b> 15:23 17:1,21
<b>compared</b> 16:19	<b>conflicts</b> 21:6	<b>contractor</b> 39:18	<b>Crosstalk</b> 32:14
<b>compensation</b> 41:18 43:4	<b>congestion</b> 12:15 34:24	<b>contractors</b> 28:21 44:10,25	<b>culmination</b> 8:22
<b>competitive</b> 15:20	<b>Congresswoman</b> 5:16	<b>correct</b> 29:21 30:14 40:14 47:18 49:5	<b>cultural</b> 20:16,19
<b>complaining</b> 44:25	<b>conjunction</b> 8:25	<b>corridor</b> 20:5 51:6	<b>current</b> 14:10 20:7 46:20
<b>complaints</b> 42:14	<b>connected</b> 14:3	<b>cost</b> 16:14,15 45:15	<b>cut</b> 11:17
<b>completed</b> 7:15	<b>connection</b> 14:5 17:23	<b>costing</b> 11:3	<b>Cypress</b> 34:22
<b>completely</b> 47:4	<b>connections</b> 21:8	<b>costs</b> 16:13	<hr/> <b>D</b> <hr/>
<b>completion</b> 18:1	<b>connectivity</b> 11:13 12:20	<b>countdown</b> 6:9 26:25	<b>damages</b> 41:1
<b>components</b> 16:11	<b>connector</b> 17:24	<b>country</b> 38:11	<b>dangerous</b> 11:19 19:13
<b>concern</b> 8:19 21:21 24:9,12 46:10 47:10	<b>consistently</b> 47:1	<b>County</b> 5:15	<b>data</b> 40:19
	<b>constructing</b> 22:4	<b>couple</b> 10:16 28:7 44:20	<b>daughters</b> 41:23
	<b>construction</b> 7:8 13:6 21:10 25:4, 11,13 28:9,15,20 32:18,21,25 33:17,22 36:21 37:5,7 38:15,18 39:10,12,21 40:25	<b>court</b> 8:11	<b>Dave</b> 40:3
		<b>crash</b> 11:22 37:23	<b>David</b> 6:25 7:3
			<b>day</b> 23:25

<b>daytime</b> 46:25	7:25 25:1 33:23 39:17	34:4	<b>dust</b> 29:13 45:13
<b>deaf</b> 30:23	<b>design-builder</b> 25:9	<b>discussed</b> 34:8	<hr/>
<b>dealt</b> 49:25	<b>design-builders</b> 25:17	<b>disrespect</b> 49:20	<hr/> <b>E</b> <hr/>
<b>death</b> 11:24	<b>designated</b> 10:8 13:14	<b>disruption</b> 33:18	<b>EA</b> 15:2
<b>debates</b> 12:11	<b>designed</b> 38:10	<b>distance</b> 18:24 35:6,14,17 48:16 50:16 51:3,15	<b>ear</b> 30:24
<b>decibels</b> 45:12	<b>designer</b> 8:1	<b>district</b> 43:16	<b>earlier</b> 11:9 24:21 34:8
<b>decide</b> 13:15	<b>designs</b> 43:9	<b>division</b> 20:22	<b>early</b> 11:13 33:24
<b>decided</b> 7:24	<b>desk</b> 26:9	<b>doable</b> 11:6	<b>easement</b> 21:11
<b>decision</b> 25:2	<b>destroy</b> 9:7	<b>document</b> 7:18	<b>easier</b> 10:11
<b>deficiencies</b> 11:1 12:5	<b>destruction</b> 34:15	<b>dot.nv.gov/ hendersoninterchange</b> 6:1	<b>east</b> 22:25 28:5 30:6 44:17
<b>Del</b> 35:13 36:16 49:12	<b>detail</b> 19:24	<b>downtown</b> 23:2	<b>eastbound</b> 17:3 18:12 30:17 31:1 35:12,19 49:13
<b>Delamar</b> 28:5	<b>determine</b> 13:12	<b>drinking</b> 29:20	<b>Eastgate</b> 30:6,13 31:3,24 32:5, 19
<b>delays</b> 11:2	<b>differs</b> 48:16	<b>Drive</b> 10:9,10 11:21 19:1,10, 12 30:2,5 34:22 44:7	<b>Eastgate's</b> 32:6
<b>demolition</b> 34:16	<b>difficult</b> 37:13	<b>driving</b> 10:21	<b>easy</b> 17:12
<b>Department</b> 5:10 40:9	<b>dimension</b> 36:2,5	<b>dual</b> 17:21 30:14,16,17 31:2	<b>economic</b> 9:20
<b>depending</b> 36:6 48:15,16	<b>dimensions</b> 37:17	<b>Dudley</b> 44:6,7	<b>economics</b> 21:4
<b>design</b> 8:3 12:17 17:1,16 24:24 25:4,10,12 33:25 37:14 38:1,7 39:5 47:11 48:2 49:17, 18	<b>direction</b> 14:7,9,11 17:25 18:2	<b>due</b> 17:20	<b>economy</b> 44:22
<b>design-bid</b> 8:6	<b>directions</b> 31:1 32:21 35:19 42:4	<b>dumping</b> 23:24	<b>edge</b> 50:19
<b>design-build</b>	<b>directly</b> 45:22,24 50:8	<b>duration</b> 16:23 25:13,14	<b>effective</b> 26:3
	<b>disadvantage</b> 28:18		<b>effects</b> 9:20
	<b>discuss</b>		

<b>efficiency</b> 17:16	<b>evening</b> 5:8,16,18,24 6:3,16 28:5 52:18	<b>extremely</b> 36:19 37:4	<b>FHWA</b> 9:2 38:9
<b>effort</b> 7:14 15:9 25:4	<b>exact</b> 36:5 37:16 48:8	<hr/> <b>F</b> <hr/>	<b>field</b> 28:20
<b>elevated</b> 23:10	<b>exceed</b> 11:22	<b>face</b> 50:8	<b>Fiesta</b> 21:11 23:16,17 30:16 31:3
<b>eliminate</b> 12:5 34:11	<b>exceeding</b> 21:9	<b>face-to-face</b> 52:15	<b>fill</b> 25:23
<b>eliminated</b> 23:12 32:13	<b>excited</b> 16:21	<b>facilities</b> 24:11	<b>filming</b> 38:18,20
<b>eliminating</b> 18:18 19:6 35:5 37:24	<b>exercise</b> 15:23	<b>fact</b> 13:20 14:17 21:7	<b>final</b> 9:1,2 10:1 25:3,10,12
<b>enacted</b> 9:5	<b>exist</b> 17:25 20:9,10	<b>factors</b> 9:19 16:16	<b>finalized</b> 25:2 33:21 46:13
<b>end</b> 7:10,15 21:14 24:22 25:7,8,15	<b>existing</b> 12:7 13:3 20:5 22:6 35:14 36:4	<b>fail</b> 11:1	<b>finally</b> 11:12,22 13:24 19:15 20:21 21:3,17
<b>energy</b> 19:22 20:15	<b>exit</b> 31:6,15	<b>falls</b> 22:8 25:20 30:2,5	<b>finished</b> 11:14
<b>engineer</b> 43:9	<b>exiting</b> 31:14	<b>familiar</b> 10:4 35:16 43:21	<b>Fisher</b> 45:1
<b>engineers</b> 15:10,17 37:14	<b>expand</b> 18:2	<b>families</b> 44:20	<b>fixing</b> 11:20
<b>enters</b> 31:8	<b>expanded</b> 14:11	<b>family's</b> 49:24	<b>floodplains</b> 19:23 20:12
<b>entire</b> 14:16	<b>expect</b> 6:4 19:21 24:3 39:20 41:6,8 42:10 46:17	<b>fancy</b> 6:9	<b>flow</b> 14:7 19:6 22:15 34:7, 14
<b>entrance</b> 30:7	<b>expectations</b> 21:9	<b>fast</b> 25:24	<b>flyover</b> 17:13,15 49:14
<b>environment</b> 9:7,9,14 24:1	<b>expensive</b> 17:15 28:24	<b>fatalities</b> 12:1	<b>flyovers</b> 16:1
<b>environmental</b> 7:12 8:24 9:4,19 13:10,11 14:22 15:14 16:13 19:18 20:21 24:6,10 26:16 28:19 43:11	<b>experienced</b> 19:10	<b>feasibility</b> 11:14 14:13,21 15:2,4 17:21	<b>folks</b> 6:20
<b>evaluate</b> 9:18	<b>expressway</b> 33:7	<b>federally</b> 38:9	<b>fork</b> 17:10
<b>evaluates</b> 22:12	<b>expressways</b> 41:16	<b>feeding</b> 44:20	<b>forks</b> 32:10
	<b>extend</b> 37:15	<b>feet</b> 35:22,24 36:3,8 42:25 43:2,3 48:12,19 49:14 51:16	<b>form</b> 25:23 26:13

<b>formally</b> 5:10 44:5	<b>gist</b> 19:19	17:18	<b>historical</b> 20:19
<b>fortunate</b> 22:7,18	<b>give</b> 7:20 8:19 14:18 37:16 44:22	<b>guys</b> 36:21 38:15 39:9 47:6 48:4	<b>hit</b> 24:3,7
<b>forum</b> 49:23	<b>giving</b> 25:17	<hr/> <b>H</b> <hr/>	<b>hits</b> 46:24
<b>found</b> 52:4	<b>glad</b> 9:16	<b>hand</b> 6:24	<b>hold</b> 6:6
<b>freeway</b> 34:24 46:24 47:15	<b>goal</b> 34:1,2 47:24	<b>happen</b> 12:13 32:25	<b>home</b> 6:20
<b>full</b> 19:23	<b>good</b> 5:7 9:12 15:21 20:3,10 21:1 28:4,12,13 29:25 37:9 39:2 44:1	<b>happening</b> 47:1	<b>homeowners</b> 41:19 43:4
<b>future</b> 12:7 13:25 44:13	<b>Goza-tyner</b> 40:3,7,8,15	<b>happy</b> 21:7,14,25 47:21	<b>homes</b> 21:21,25 22:22 35:13 42:24 51:11
<hr/> <b>G</b> <hr/>	<b>grade</b> 17:10	<b>harm</b> 9:25	<b>hope</b> 33:8
<b>Galleria</b> 10:10 34:25 35:7	<b>grading</b> 8:4	<b>Hazardous</b> 23:21	<b>hoping</b> 25:15,19
<b>gamut</b> 19:23	<b>graffiti</b> 50:25	<b>heading</b> 17:8 19:11	<b>horizon</b> 10:9 12:9,18 19:10,12 33:6
<b>gang</b> 44:17	<b>grand</b> 45:15	<b>heads</b> 18:6	<b>horizontally</b> 36:12
<b>general</b> 14:12 24:2 50:20	<b>great</b> 14:16,20 15:10 33:3, 11	<b>hear</b> 37:8 42:1 50:11	<b>hosted</b> 5:23
<b>geometric</b> 21:13	<b>Grismanauskas</b> 28:4,5 29:5,9,22	<b>hearing</b> 5:12,22 9:1	<b>hotline</b> 41:9
<b>geometry</b> 7:21 22:7 37:21 48:9	<b>ground</b> 29:21	<b>helped</b> 35:8	<b>hour</b> 40:18
<b>Germany</b> 41:13,14 42:15 43:13, 23 49:11,12	<b>groundwater</b> 24:8	<b>Henderson</b> 5:12 10:8 13:15 14:1, 2,15,18,24 21:11 23:2 24:12,15 28:10 30:17 31:3 34:22 36:17 44:8, 18 47:2 50:2	<b>hours</b> 42:20
<b>Gerri</b> 5:15	<b>group</b> 14:20 15:11,16 20:3	<b>Henderson's</b> 21:5 34:2	<b>house</b> 38:17 43:4 45:25 46:25 48:16
<b>get all</b> 45:13	<b>growing</b> 44:16	<b>highway</b> 50:16,22 51:7,10,18	<b>houses</b> 38:19 41:16,17 50:6
<b>Gibson</b> 11:18 18:13,20 22:24, 25 23:4	<b>growth</b> 12:7	<b>Hills</b> 28:10	<b>HOV</b> 12:22 13:24,25 14:12
<b>girl</b> 45:25	<b>guess</b>		<b>huge</b> 28:15

<b>hundred</b> 42:10	47:23	<b>instance</b> 17:8	<b>Jim</b> 14:19 15:22 26:11 30:11,12 35:16 43:25 48:8 50:13
<b>hundreds</b> 44:19	<b>improvement</b> 15:22	<b>instruction</b> 7:2	<b>jiving</b> 21:5
<b>Hunt</b> 13:17	<b>improvements</b> 12:6 34:10	<b>intend</b> 21:6	<b>job</b> 8:4 14:20
<b>husband</b> 42:16	<b>improves</b> 18:12	<b>intention</b> 34:13	<b>jobs</b> 37:6
<hr/> <b>I</b> <hr/>	<b>improving</b> 22:14,16	<b>interchange</b> 5:12 10:9,12,16,25 13:15 14:1,2 15:19,24 18:13 19:9,12 23:1	<b>jobsite</b> 42:18
<b>I-11</b> 10:7 12:22 13:8,12,19, 21 17:11,17 18:6 19:9, 11 23:15 24:16 31:16	<b>in-person</b> 5:11,20	<b>interesting</b> 10:14 12:23 13:23	<b>joining</b> 5:17
<b>I-11NV.COM</b> 13:22	<b>included</b> 7:19	<b>intermittent</b> 32:22	<b>Julia</b> 41:14
<b>I-15</b> 18:25	<b>including</b> 12:22	<b>interruptions</b> 13:5 24:19	<b>July</b> 6:2 26:5,6 52:11
<b>ideas</b> 15:6	<b>inconvenience</b> 33:10 41:20	<b>interstate</b> 21:22,24	<b>jump</b> 8:7 10:20
<b>IEW</b> 50:3	<b>increased</b> 18:24	<b>interstates</b> 37:11 42:3,5	<b>justice</b> 20:22
<b>imagine</b> 34:3	<b>increasing</b> 19:15	<b>introduce</b> 40:4	<hr/> <b>K</b> <hr/>
<b>impact</b> 22:2	<b>individual</b> 52:2	<b>intrude</b> 47:24	<b>Karen</b> 8:12 25:24 44:3
<b>impacted</b> 19:24,25 22:6	<b>individually</b> 52:8	<b>involvement</b> 5:9	<b>kind</b> 16:24 17:10,23 19:19 22:20 31:10,11 44:14
<b>impactful</b> 43:10	<b>information</b> 7:21 42:11 43:20 44:2 52:10	<b>issue</b> 19:6,8 20:12 21:16 23:5 47:3	<b>knew</b> 46:12
<b>impacting</b> 20:9,17,18	<b>initiated</b> 14:15 15:15	<b>issues</b> 20:7,13,24 23:12 35:5 36:19 37:13,21 39:22	<b>Kyle</b> 13:16
<b>impacts</b> 19:18 34:3,4	<b>injuries</b> 11:24	<b>item</b> 18:5	<hr/> <b>L</b> <hr/>
<b>impressive</b> 13:1	<b>innovation</b> 12:13	<hr/> <b>J</b> <hr/>	<b>labor</b> 45:1
<b>improve</b> 7:10 15:7 25:16	<b>innovative</b> 15:25	<b>Jessica</b> 40:8,22	<b>lake</b> 10:5 17:4,8 18:16,20 28:13 29:16 30:8,16, 18,25 31:6,15 32:3,19
<b>improved</b> 11:20 21:17 24:21 30:10 35:4 37:20	<b>input</b> 7:16,17		
	<b>installed</b> 24:16 37:11		

<b>land</b> 21:3,4,5	<b>life</b> 20:8	<hr/> <b>M</b> <hr/>	<b>matter</b> 50:9
<b>lane</b> 11:8 14:11,12 17:13 19:8,14 23:19 30:13 31:6,8,11,12,14 34:11 36:21	<b>light</b> 46:22,23,24 47:3,25 50:6,7	<b>made</b> 23:8	<b>Mead</b> 10:5 17:4,8 18:16,20 30:8,16,18,25 31:6,15 32:3,19
<b>lanes</b> 11:17 13:24,25 14:9 17:25 18:2,7 30:14 31:2 49:15	<b>lighting</b> 46:19,20 47:5,6,12,23	<b>mail</b> 26:13	<b>means</b> 8:1 22:1 49:17
<b>language</b> 44:11	<b>limiting</b> 20:25	<b>mailer</b> 5:21	<b>meet</b> 18:3 29:19 52:15
<b>large</b> 17:24	<b>lines</b> 22:11	<b>mailers</b> 41:9	<b>meeting</b> 7:22 13:21 26:4,5 34:4 52:11,21
<b>Las</b> 13:13	<b>linkages</b> 13:11	<b>main</b> 16:25 24:12 43:17	<b>meetings</b> 11:13
<b>leave</b> 6:13 44:4	<b>literally</b> 43:6	<b>maintain</b> 16:14 17:16 34:7,13	<b>member</b> 44:8
<b>leaving</b> 26:3	<b>live</b> 6:18 30:1,5 34:21 36:16 49:12	<b>maintained</b> 24:17 32:21	<b>men</b> 42:18
<b>led</b> 16:4	<b>lived</b> 49:24	<b>maintenance</b> 50:21,24	<b>mentioned</b> 5:20 8:23 14:24 17:22 24:11,18,20 25:10,22 34:6 35:7 41:15
<b>Lee's</b> 5:17	<b>living</b> 42:20 50:4,7	<b>major</b> 10:18 13:17 14:5 17:24 20:24	<b>merge</b> 18:10 23:5 31:8
<b>left</b> 17:10 31:2,16,21,25 32:5,7,8,9,16 44:18 52:14	<b>local</b> 11:12 12:20,21 33:16, 18 44:9,22	<b>make</b> 7:5 21:13,25 22:13 26:15 31:25 32:5 34:10 39:6,23 43:10 44:4 48:1	<b>merges</b> 18:7
<b>lefts</b> 30:14,16,17	<b>locally</b> 44:12,13	<b>makes</b> 10:11 17:12	<b>met</b> 21:12
<b>lend</b> 20:22	<b>location</b> 37:17	<b>making</b> 12:24 21:4 22:13	<b>metropolitan</b> 13:13
<b>levels</b> 38:2	<b>long</b> 7:12 25:18 29:18 33:6 44:10,24	<b>manager</b> 6:25 7:3 13:9	<b>Micah</b> 49:12
<b>lie</b> 50:11	<b>longer</b> 9:12 11:2	<b>Mary</b> 30:1,4 34:20,21 35:9	<b>microphone</b> 6:12,13 8:14 26:21 30:20 40:5
<b>lied</b> 50:8	<b>loop</b> 31:20,22 32:13	<b>mask</b> 30:22	<b>middle</b> 6:10,11 24:23 26:25
<b>lies</b> 42:22	<b>lot</b> 15:9 17:16 19:20	<b>massive</b> 17:13	<b>mile</b> 31:7
	<b>loud</b> 36:20 37:4	<b>materials</b> 23:21,25 29:1	<b>million</b> 10:19

<b>minerals</b> 20:15	<b>Montagna</b> 35:13 36:5,16 49:12	<b>neighbors</b> 37:10 38:25 46:6	<b>obliged</b> 15:1
<b>minimize</b> 13:6 28:22 33:9 34:3,17	<b>months</b> 25:20 47:1,19	<b>NEPA</b> 9:4,18 15:14 24:22	<b>obstruction</b> 33:16
<b>minimized</b> 29:4	<b>morning</b> 40:18	<b>Nevada</b> 5:9 16:25 36:17	<b>occupies</b> 51:6
<b>minimizing</b> 22:2	<b>motto</b> 12:1	<b>nice</b> 8:7 23:22	<b>occur</b> 34:16
<b>minimum</b> 50:18	<b>move</b> 39:17	<b>nicer</b> 26:8	<b>occurred</b> 37:11 46:5
<b>minor</b> 48:8	<b>moved</b> 36:10,11	<b>night</b> 32:23 37:5,7 41:21 46:24 50:4,5	<b>off-ramp</b> 35:6
<b>minute</b> 15:24	<b>moving</b> 22:16 34:18	<b>no-build</b> 40:17	<b>offered</b> 5:25
<b>minutes</b> 6:9 26:24 51:24 52:14	<b>multiple</b> 9:23 15:5	<b>noise</b> 21:20 36:19,22 37:4, 19 40:9,16 41:21 42:6, 21 52:4	<b>office</b> 5:17 43:16,17
<b>Mischler</b> 15:22 26:11 30:12,15, 25 31:13,19 32:2,6,15 35:18 36:11 48:10,22 49:1,6,9 50:14,18 51:5,13	<hr/> <b>N</b> <hr/>	<b>nonpotable</b> 28:8,23 29:11	<b>official</b> 8:17
<b>Mississippi</b> 44:14	<b>National</b> 9:4	<b>north</b> 10:10 22:24,25 31:3,5 44:17 51:8,18	<b>one's</b> 23:9
<b>mix</b> 18:14	<b>nature</b> 45:6	<b>northbound</b> 18:25 30:18	<b>one-to-one</b> 10:22
<b>Mlynarek</b> 5:4,8 26:6,19 30:3,19 45:9 51:21,24 52:6	<b>NDOT</b> 7:4,7 10:6 11:4,16 15:1,13 39:22 41:8 42:19 46:17 49:25 50:15	<b>note</b> 44:4	<b>online</b> 5:25 52:11,13
<b>model</b> 22:11	<b>NDOT's</b> 19:3 35:21 43:16	<b>noticed</b> 6:17	<b>onramp</b> 35:6
<b>modification</b> 16:5	<b>necessarily</b> 10:22 42:3	<b>notification</b> 5:22	<b>onramps</b> 18:25 34:25
<b>modifications</b> 23:8	<b>needed</b> 10:13 25:5	<b>number</b> 18:11 39:22 41:9	<b>operations</b> 16:12
<b>Moebes</b> 29:25 30:1,4,5,23 31:10,17,23 32:4,8,17 33:2,11	<b>negotiations</b> 39:19	<b>numbers</b> 39:25 41:11	<b>opportunity</b> 8:8 39:20
<b>money</b> 11:4 44:21	<b>neighbor</b> 45:23	<hr/> <b>O</b> <hr/>	<b>option</b> 16:4,5,6,18
	<b>neighborhood</b> 49:13,25	<b>O'BRIAN</b> 35:11 36:9,14 50:12, 15 51:2,9,19	<b>options</b> 15:9 16:9
	<b>neighboring</b> 47:25		<b>original</b> 16:5
			<b>originally</b> 50:1

<b>overlap</b> 23:4	<b>PEL</b> 13:10	<b>plant</b> 20:8 24:3	<b>previously</b> 25:22
<b>owner</b> 38:16	<b>people</b> 7:13 10:21 11:10,17 12:24 18:9,13 19:4,5, 21 22:17 23:23 37:23 38:18,21,24 41:5 42:23 43:12,14 44:14	<b>play</b> 13:20	<b>primarily</b> 20:1
<b>owners</b> 21:12		<b>played</b> 23:22	<b>primary</b> 14:6
<hr/> <b>P</b> <hr/>	<b>PEPCON</b> 24:2	<b>point</b> 6:7,16 11:6 14:21 32:24	<b>prior</b> 22:21 23:3,10 24:18
<b>p.m.</b> 40:18 52:21	<b>percent</b> 8:2 24:24 33:25 42:10 45:7 49:16,17	<b>points</b> 25:19	<b>private</b> 50:17
<b>Pacific</b> 33:5	<b>performance</b> 16:12	<b>Policy</b> 9:4	<b>problem</b> 19:14 23:5 37:10 46:20
<b>parallel</b> 17:19	<b>period</b> 33:17 41:25	<b>pollution</b> 48:1	<b>problems</b> 22:18 38:3 42:13
<b>Park</b> 23:9 24:15	<b>periods</b> 34:18 42:9	<b>pool</b> 45:14,15	<b>process</b> 7:9,13 8:7 9:17,18,22 14:17 15:14,25 24:23 43:11,22 46:12
<b>Parkway</b> 10:6 18:20 30:16,18, 25 31:6,15 32:3	<b>person</b> 6:8 26:24 43:2	<b>population</b> 10:18	<b>processes</b> 7:12
<b>part</b> 7:9,17 8:16 9:15 13:25 15:22 26:16 46:2	<b>Personally</b> 50:2	<b>population's</b> 10:23	<b>procurement</b> 7:25 25:1 39:17 49:16
<b>partially</b> 12:12	<b>phase</b> 28:19 39:12 47:11 48:2	<b>portion</b> 5:11,21 8:23 52:7	<b>programs</b> 45:5
<b>participation</b> 5:13,14,19	<b>phone</b> 40:1	<b>portions</b> 8:3	<b>project</b> 6:5,25 7:3,21,23 8:2, 15 9:20 10:3,11,13 11:15 12:4 13:8,9,23 18:1,4 21:2 35:18 43:6 44:9 51:25 52:15
<b>partners</b> 5:14 14:16	<b>photo</b> 41:17	<b>positioned</b> 48:12,19	<b>project's</b> 42:11
<b>parts</b> 37:1	<b>picks</b> 8:2	<b>positive</b> 46:9	<b>projects</b> 9:6,13 11:5
<b>past</b> 12:11 37:22 38:3	<b>picture</b> 22:24	<b>potential</b> 14:5 24:5	<b>promised</b> 42:20
<b>path</b> 35:24,25 36:10,11 48:4,11,17,18 49:16 50:23 51:4,5	<b>place</b> 9:17	<b>preliminary</b> 24:24	<b>properties</b> 36:4 41:10 47:25
<b>paths</b> 12:22,23	<b>plan</b> 33:22 36:22	<b>presentation</b> 5:1,6 6:4,19 44:3	<b>property</b> 35:21 36:7 41:1 50:17, 20 51:14,15
<b>patience</b> 7:11 42:8	<b>planning</b> 13:11 39:9	<b>pretty</b> 23:18	
	<b>plans</b> 12:21 21:5	<b>prevent</b> 36:20	
		<b>previous</b> 38:16 41:15,20 42:16	

<b>proposal</b> 49:15	<b>question</b> 6:15,21,23 8:19 26:23 28:1,21 29:2 34:21,23 35:12 36:18 39:13 43:18 47:5 49:21 50:9	<b>recently</b> 7:24 24:16	<b>report</b> 40:12,16
<b>protected</b> 46:18	<b>questions</b> 6:6 27:2 28:7 40:25 49:23 52:2	<b>recognizable</b> 17:18	<b>reporter</b> 8:11
<b>protecting</b> 9:16 37:18	<hr/>	<b>recognize</b> 42:2	<b>represents</b> 8:21
<b>protection</b> 22:8	<hr/>	<b>recognized</b> 19:11 24:6	<b>required</b> 16:2
<b>proven</b> 38:5	<hr/>	<b>record</b> 26:22 27:3 52:17	<b>requirements</b> 29:19
<b>Provide</b> 12:6	<b>R</b> <hr/>	<b>recorded</b> 8:16 26:15	<b>requiring</b> 20:1
<b>provided</b> 7:18	<b>raise</b> 39:20	<b>reduce</b> 12:15 16:1	<b>research</b> 9:11
<b>public</b> 5:9,12,13,22 13:21 27:3 28:4 29:5,9,22,25 30:4,23 31:10,17,23 32:4,8,17 33:2,11,14 34:4,20 35:9,11 36:9, 14,15 38:4,12,24 39:8, 14,24 40:14,24 41:4, 13 42:15 43:13,23 44:6 45:10 46:19 47:14,18 48:3,20,24 49:2,7,10,11 50:12,15 51:2,9,19,23 52:3,17	<b>ramp</b> 17:15 23:4 31:20 47:13	<b>referring</b> 29:12	<b>resolve</b> 37:13 42:14
<b>pull</b> 40:12,15	<b>ramps</b> 23:10	<b>refinement</b> 16:8	<b>resolved</b> 39:23
<b>purpose</b> 12:4 14:12 18:4	<b>rank</b> 9:23	<b>regional</b> 12:21	<b>resources</b> 19:22 20:13,16,19 22:20 24:10
<b>pushing</b> 10:19	<b>ranked</b> 16:20	<b>regular</b> 29:10	<b>responsibilities</b> 33:23
<b>put</b> 6:21 11:24 14:8 18:22 19:5 23:11	<b>rap</b> 7:7	<b>regulated</b> 28:11,14	<b>responsible</b> 41:2
<b>putting</b> 20:17	<b>rates</b> 11:22	<b>reiterate</b> 27:1 52:9	<b>restore</b> 11:12 12:20
<hr/>	<b>ratio</b> 10:22	<b>remaining</b> 16:9	<b>restoring</b> 18:19
<b>Q</b> <hr/>	<b>reach</b> 42:12 43:16,19	<b>remains</b> 17:18	<b>restriping</b> 11:15
<b>quality</b> 19:21 22:9,12,13,17 40:8 45:11	<b>read</b> 22:10 26:2	<b>remediate</b> 10:1	<b>result</b> 7:10
	<b>reason</b> 12:10	<b>remember</b> 9:6 11:13	<b>retained</b> 27:3 52:16
	<b>rebuilding</b> 24:13	<b>reminder</b> 26:21	<b>retaining</b> 35:20,25 36:6 42:24 43:1 51:7,10,17
	<b>Rec</b> 24:7	<b>remove</b> 30:21	<b>return</b> 40:1
	<b>received</b> 5:21 27:2	<b>replace</b> 16:15 17:15	
	<b>recent</b> 10:17		

<b>rid</b> 23:4	<b>saves</b> 28:25	<b>shining</b> 50:6,7	9:20 21:3
<b>rider</b> 13:1	<b>scared</b> 46:1	<b>shipping</b> 44:13	<b>solution</b> 15:18
<b>right-of-way</b> 20:2 35:21,25 36:3 48:13,15,19	<b>Schroder</b> 5:16	<b>shorter</b> 22:23 25:19	<b>sooner</b> 8:5
<b>road</b> 10:6 31:7	<b>science</b> 38:8	<b>show</b> 11:20 13:24 14:3 15:24 19:1 31:9 34:25 40:16	<b>sort</b> 20:18
<b>roads</b> 10:12 12:2	<b>score</b> 25:18	<b>showing</b> 25:15 26:11 45:12	<b>sound</b> 22:2,5,6,8 23:3 35:14, 20 36:1,24 37:14,18, 25 38:7,10,13
<b>roadway</b> 12:17 34:9 37:16 51:4	<b>scored</b> 16:10,17,19	<b>shutdowns</b> 32:22	<b>sounds</b> 38:22 45:1
<b>roadways</b> 10:24	<b>screen</b> 26:12	<b>shy</b> 35:24	<b>south</b> 10:7 19:9,11 23:15,16 24:14 31:4,14,16 44:17 50:22
<b>Rob</b> 50:12	<b>seat</b> 5:5	<b>side</b> 17:6,14,19 22:19,25 23:19 24:14 35:24 41:7 50:22	<b>southbound</b> 18:6 35:2
<b>room</b> 6:10,18 17:20 42:20 50:4,7	<b>section</b> 24:13	<b>similar</b> 23:18 41:14	<b>space</b> 48:14 50:21 52:15
<b>Route</b> 10:6	<b>selected</b> 25:9 39:6	<b>simply</b> 43:8	<b>spaghetti</b> 50:2
<b>RTC</b> 22:11	<b>self-driving</b> 12:13	<b>sir</b> 41:15 49:20	<b>speak</b> 6:9 8:13 25:24 44:3 46:16
<b>rule</b> 50:20	<b>Senior</b> 7:3	<b>sitting</b> 22:15 26:9	<b>speaker</b> 41:15,20
<b>runs</b> 24:14 30:6	<b>seniors</b> 46:7	<b>situation</b> 11:19 39:4	<b>specialist</b> 5:9
<b>rush</b> 40:18	<b>separate</b> 10:12	<b>sleep</b> 37:7 47:7	<b>specialists</b> 28:19
<hr/> <b>S</b> <hr/>	<b>serve</b> 12:7	<b>slightly</b> 36:12	<b>specialty</b> 25:6
<b>safe</b> 12:3 24:1 29:19 38:19	<b>serves</b> 50:24	<b>slow</b> 18:10	<b>spend</b> 51:25
<b>Safety</b> 16:11	<b>session</b> 6:6 26:20 28:1	<b>slowed</b> 34:7	<b>spoke</b> 8:14
<b>Sally</b> 36:16	<b>shape</b> 21:1	<b>so-called</b> 28:13	<b>spoken</b> 8:9 49:22
<b>sat</b> 42:19 50:4,7	<b>shift</b> 42:17	<b>social</b>	<b>sprayed</b>

29:12,21	<b>stops</b> 18:10 19:5	<b>system</b> 12:17 21:24 34:9	<b>thought</b> 9:8 33:3
<b>staff</b> 8:15	<b>straight</b> 32:1,10 45:14	<hr/> <b>T</b> <hr/>	<b>tie</b> 39:18
<b>stages</b> 10:16	<b>straighten</b> 48:4	<b>takes</b> 7:14 9:12 11:2	<b>tied</b> 45:4
<b>staging</b> 33:22	<b>straightened</b> 36:12 48:5	<b>talk</b> 7:23 37:5 49:16	<b>tight</b> 19:2
<b>stalled</b> 22:16	<b>strange</b> 38:23	<b>talked</b> 19:16 26:4	<b>time</b> 7:14 30:11 34:15 39:9 42:17 52:10
<b>stand</b> 6:14	<b>streaming</b> 6:19	<b>talking</b> 5:22 6:5 12:6 29:14 35:1 37:15 49:4	<b>timeline</b> 7:23 24:20
<b>standard</b> 50:16	<b>structures</b> 8:4	<b>taller</b> 22:23	<b>timeline's</b> 24:21
<b>start</b> 8:4,6 25:7,10,11 26:20 30:3,9	<b>study</b> 8:24 11:14 13:10,17, 25 14:14,21 15:2,3,4 19:19 38:4	<b>taper</b> 31:8	<b>timer</b> 6:9 26:25
<b>started</b> 13:21 14:14 15:2,5,13 42:11	<b>stuff</b> 44:15,19 45:2	<b>team</b> 8:2 25:4,9 33:24 51:25	<b>times</b> 19:16 21:13
<b>starting</b> 7:5 10:25	<b>submit</b> 8:9 26:13 45:18 52:12	<b>technical</b> 22:10	<b>today</b> 13:20 18:6 20:10 38:25
<b>starts</b> 11:3	<b>submitted</b> 9:2	<b>telephone</b> 23:25	<b>told</b> 38:17 46:4
<b>state</b> 42:7 44:10 45:4	<b>sucks</b> 49:10	<b>telling</b> 46:2	<b>tolerated</b> 39:7
<b>statewide</b> 11:23	<b>sudden</b> 17:9	<b>temporary</b> 21:10	<b>tonight</b> 6:18 7:17,20 8:21 27:2
<b>Stations</b> 21:12	<b>Sunset</b> 34:25	<b>ten</b> 12:11	<b>tonight's</b> 6:19
<b>stay</b> 11:4 13:4 17:10 32:9	<b>super</b> 17:12	<b>testimony</b> 20:3	<b>top</b> 13:2 41:17
<b>staying</b> 13:2	<b>superintendent</b> 46:16	<b>thing</b> 16:25 17:22 39:1 43:20	<b>traffic</b> 7:7 10:23 11:17 12:20 14:10 16:11 18:10,15 19:5,11 21:20 22:14 33:16,19 34:7,17 40:9
<b>stenographer</b> 8:11 25:25	<b>support</b> 44:23	<b>things</b> 6:24 7:22 9:8 15:6 22:1 23:20,23 29:1 37:23 45:6	<b>traffic's</b> 14:8 17:3 18:17
<b>step</b> 6:13 27:4	<b>Susie</b> 5:17	<b>thinking</b> 12:10	<b>trafficking</b> 45:2
<b>Steven</b> 44:7	<b>switching</b> 17:4,9		
<b>stop</b> 42:18			

<b>trail</b> 23:14 24:13	23:24	<b>Verde</b> 10:4	<b>wanted</b> 6:16 14:25 40:21
<b>trails</b> 13:3 24:11	<b>understand</b> 46:11	<b>vertical</b> 35:25 36:13	<b>watching</b> 6:20 24:9
<b>training</b> 44:11	<b>unfortunate</b> 21:23 23:7 42:5	<b>vibration</b> 21:20	<b>water</b> 20:13,14 28:8,13,14, 22,23 29:11,12,16,20
<b>tramp</b> 42:17	<b>union</b> 46:2	<b>video</b> 38:14 41:22	<b>water's</b> 29:19
<b>transportation</b> 5:10 12:6 40:10	<b>updated</b> 7:21	<b>Viento</b> 35:13 36:5,16 49:12	<b>Waterwheel</b> 30:1,5
<b>trash</b> 40:11	<b>UPR</b> 23:14	<b>virtual</b> 26:5	<b>weave</b> 19:2
<b>travel</b> 11:2	<b>urging</b> 8:17	<b>virtually</b> 5:23	<b>weaving</b> 18:12 35:5 37:22
<b>treatment</b> 28:25	<b>Uribe</b> 36:15,16 38:4,12,24 39:8,14,24 40:14,24 41:4 45:10 46:19 47:14,18 48:3,20,24 49:2,7,10 51:23 52:3	<b>visibility</b> 23:12	<b>website</b> 13:22 26:1
<b>triple</b> 30:15		<b>visit</b> 26:1	<b>weighted</b> 16:16
<b>truckloads</b> 28:16	<hr/> <b>V</b> <hr/>	<b>visiting</b> 52:17	<b>west</b> 10:5 17:8 30:6 44:17
<b>tubes</b> 43:5	<b>valid</b> 46:10 47:9	<b>Visual</b> 22:20	<b>westbound</b> 31:1,15
<b>turn</b> 26:17 31:2 32:7	<b>Valle</b> 10:4	<b>voicemail</b> 39:25	<b>whoops</b> 18:21
<b>turns</b> 9:10	<b>Valley</b> 17:1 44:20	<hr/> <b>W</b> <hr/>	<b>wide</b> 35:23
<b>type</b> 9:24 20:8 39:4,7 43:3, 20 47:12	<b>Valley's</b> 44:16	<b>Wagenen</b> 10:5	<b>wildlife</b> 20:8
<b>types</b> 11:5	<b>Van</b> 10:5	<b>wait</b> 45:19	<b>window</b> 47:7
<b>typical</b> 8:6	<b>variables</b> 9:24 19:20 25:16	<b>wall</b> 35:14 36:1,6 37:25 42:24,25 43:1 48:6,11, 14,15,25 49:3,5,14 50:25 51:3,7,14,17	<b>windows</b> 38:21
<b>typically</b> 12:8	<b>varies</b> 36:6	<b>wall's</b> 51:10	<b>woman</b> 44:25
<hr/> <b>U</b> <hr/>	<b>varying</b> 36:2 51:15	<b>walls</b> 22:3,5,6,22 23:3 35:15,20 36:4 37:14 38:7,10,13	<b>wondering</b> 30:7 42:23
<b>U.S.</b> 13:16	<b>Vegas</b> 13:13		<b>words</b> 51:11
<b>uncontrolled</b>	<b>vehicles</b> 12:14 34:12		<b>work</b> 8:22 15:10 20:3 25:6

30:9 34:2 37:5 38:11 47:8 50:5	
<b>worked</b> 50:5	
<b>workers</b> 38:15,18 41:22 44:19	
<b>workforce</b> 44:12	
<b>working</b> 11:18 38:14,20 41:21 42:17,18	
<b>world</b> 9:9	
<b>worse</b> 11:9 22:14 52:4	
<b>worth</b> 8:22	
<b>wrap</b> 51:22 52:1,7	
<hr/>	
<b>Y</b>	
<hr/>	
<b>yard</b> 37:2	
<b>year</b> 12:18	
<b>years</b> 8:22 12:10,12,15 14:14 44:21	
<b>young</b> 41:23 44:25	

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 9:40 AM	Andrew Bennett		500 S. Grand Central Parkway, 6th Floor				7024554311	andrew.bennett@clarkcountynv.gov	Other	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 1:30 PM	No Way Home		389 Desert Cove				702-268-3218	no@way.com	Postcard	Receive Updates? No, I would not like to receive project updates.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 2:09 PM	Gregory Gannon		2007 Babylon Mill Street				7025215743	gnmgannon@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 2:32 PM	Joe Hansen		68 Moonlight Village Lane				7022756528	jmaesw@cox.net	Other	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 5:24 PM	Julie Galetar		407 Summit Drive				3236845173	julie.galetar@gmail.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	We already don't have enough police to control speeders in the area. More lanes means more room for speeding. How are we going to control that? There may be a lot of crashes at the moment but at least they're not at 100mph.	6/8/22 5:30 PM	Julie Galetar		407 Summit Drive				3236845173	julie.galetar@gmail.com		0
Inbound	Public Website	I love the cross over plan to keep traffic flowing well.	6/8/22 7:57 PM	Dean Elliott							drwhoinlv@outlook.com		0
Outbound	Email	[Reply DB] Thank you for your support and interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday, June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:23 AM										
Inbound	Email	As a member of the Henderson community to the south side of Interstate 11 (between the Henderson interchange and Horizon Drive) I would like to request that this project consider the addition of a sound barrier along the south edge of the roadway. Nearly all areas in Henderson where a highway backs-up to residential areas, a sound barrier is present - except for this area. See below for a quick sketch. Thank you for your consideration!	6/9/22 8:38 AM	Ford Wegner							fgw8@outlook.com		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/9/22 4:14 PM	antoinette burgess		240 CRYSTAL circle				17024355077	anness@cox.net	Email	Receive Updates? undefined
Inbound	Email	I have a problem heading west from Henderson on Lake Mead onto the 215. The problem is if you need to get off at Stephanie, you need to make a dive across 3 lanes of traffic at pretty high speed. Making it unsafe and chance of an accident that could have been prevented in the design phase of the project. I think this needs to be looked at closer. Thank you for your consideration.	6/13/22 6:22 AM	Branchini							branchhd@gmail.com		
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:10 AM	Greggory Bruce		976 Rue Grand Paradis	Henderson	Nv	89011	7026491200	gb@gbprd.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:49 AM	Tamara Dalton		47 la fiesta st	Henderson	Nv	89012	7022366810	tamaradaltan66@gmail.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:51 AM										Receive Updates? Yes, please add me to your list.
Inbound	Public Website	KISS - Keep It Simple Simpson. Simple for the drivers and safe for the drivers.	6/13/22 8:42 AM	Keith B. Rosenberg							enii@pacbell.net		0
Inbound	Public Website	Glad to see this project. The last update seemed like it would help a lot, But seemed to wind up worse, I'd say mostly because most drivers lack basic skills... I'd like to see the 515 to 95 southbound keep two lanes throughout the merge. At least, having the lane go away shortly after the merge creates a mess. Please put a permanent sign on southbound 95 before Horizon that there is a hill and some level of attention is required to maintain speed. Please put a long exit lane from the 515 merge to Horizon so those exiting can drive the 20 MPH they apparently want without slowing down through traffic on south 95. Keeping two lanes on the exit of south 95 to west 515 also would help flow a lot. The current ramp there is marked too slow for the conditions. I can drive my motorhome there at 50 MPH. That may allow traffic to maintain more speed and reduce the delays there. Doing something to spread out the merges from all the different directions would be an improvement. It's a little chaotic with all of them coming together at the same time. I understand there's somewhat limited space but the current layout is pretty unique in my experience in lots of places.	6/13/22 11:29 AM	Sebastian Trost							Strost164@mac.com		0

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Outbound	Email	[Reply DB] The build alternative would construct three through lanes connecting SB 515 to SB I-11 (US 95) and vice versa. The grade approaching Horizon Drive is not one that is typically signed, and the Department does recognize that heavily loaded trucks often are unable to maintain highway speeds when traveling up hill, whether signed or not. The build alternative adds auxiliary lanes in both directions of I-11 between Horizon Drive and the system interchange to mitigate the issue you describe with slowing vehicles approaching the interchange and affecting traffic on the mainline. Please note that several of the existing curves within the interchange are signed for slower speeds because shoulder widths don't accommodate a higher stopping sight distance, not because of sharp curvature or comfort. Your motorhome likely affords you better visibility of vehicles ahead that a motorist in a lower vehicle would not enjoy because you might see better over the railing on the inside curve from your higher vantage point. The build alternative increases shoulder widths to provide better stopping sight distance for all vehicles. You are correct to note that the close proximity of service interchanges to the main system interchange results in closely spaced merges and weaving. The build alternative increases the merging and weaving distances, but please note that merging and weaving are necessary to make changes to direction of travel within any interchange configuration. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:31 AM										
Inbound	Email	Is the Henderson Interchange design going to address to the consistent and unsafe traffic jams and backups on I11/95 south bound to the I215 west bound? With the current one one bridge, traffic is either stopped or moving less than 5 mph causing massive ups every weekday morning and afternoons. Vehicles routine block the #2 and 3 lanes making this a very unsafe section of the freeway.	6/13/22 12:42 PM	Scott Straily							strailys@yahoo.com		
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. The issue you raised is one of the deficiencies of the existing interchange that was identified by the purpose and need for the project. The Build Alternative would construct a median-to-median connector between I-515 and I-215 that would have two lanes in each direction on opening day and could be restriped to three lanes in each direction when traffic conditions warrant. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 - July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/16/22 5:54 PM	Scott Straily							strailys@yahoo.com		
Inbound	Public Website	WASTE OF TIME AND MONEY!!! I was born in Las Vegas and have lived here for 40 years. I'm so sick of everything being under construction all the time! This interchange is fine! I drive through it almost everyday. This is just another waste of time and money on a freeway that doesn't even need fixing. Fix the 95 by downtown before you start another project that will go years longer than it should. Unbelievable!	6/13/22 4:57 PM	Josh Harry							joshharry82@gmail.com		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 6:28 PM	Tory Jackson		1793 Tanner Circle	Henderson	NV	89012	7203180008	toryjackson14@gmail.com	Other	Receive Updates? No, I would not like to receive project updates.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/14/22 6:16 AM	JAMES SHELDON		701 KENDALL LANE in	Boulder City	NV	89005	7025697037	bouldercityjim@yahoo.com	Social media	Receive Updates? Yes, please add me to your list.

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	Public Website	<p>When the interchange was restriped, concrete barriers needed to be added in order to prevent those traveling west on Lake Mead onto 215W from crossing several lanes to exit Gibson. This helped increase the safety of the interchange; however, the current build is adding several similar situations.</p> <p>Traffic traveling 215E to 515N will need to cross at least two lanes in order to successfully exit Auto Show.</p> <p>Traveling entering 215E from Gibson will have less than one mile to successfully merge left to transition to 515N. A similar issue currently exists when traffic enters 215E from Gibson and attempts to continue east on Lake Mead Pkwy.</p> <p>The signage for exiting to 215W from 515S is going to cause some serious problems. In the current animations there is signage for exit 23B for 215W which exits to the left. Then after passing under Auto Show there is another sign, on the right, for exit 23C ALSO for 215W. I understand that this exit is intended for those wanting to travel from Auto Show to 215W; however, there are going to be several people, think visitors unfamiliar with the area, who will panic and want to move across from exit 23B to 23C. This is an EXTREMELY hazardous situation. Additionally, you will have traffic entering from Auto Show trying to move across traffic lanes to try to 'make' the 23B exit for 215W. Perhaps this could be solved with relocating the signage to not cause panic in drivers using exit 23B thinking they missed or took the wrong exit.</p>	6/14/22 12:19 PM	Elvis Rowe							elvisrowe@gmail.com		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/14/22 12:29 PM	Elvis Rowe		2257 Manosque Ln	Henderson	NV	89044	702-756-7930	elvisrowe@gmail.com	Email	Receive Updates? Yes, please add me to your list.
Outbound	Email	[Reply DB] You are correct to note that several of the movements require motorists to merge into traffic and weave over one or two lanes in order to make certain connections with adjacent interchanges. Merging and weaving is necessary with any interchange configuration. The design team considered the anticipated traffic volumes and lengths available for these movements and the traffic safety analysis predicts that these movements can be made successfully based on current design standards. The issue you raised regarding the dual ways that I-515 connects to I-215 via the median connector and from the Auto Show Drive SB on ramp will be resolved by the design team moving forward by relocating signs and also relocating exit gores so that it would not be possible for a confused motorist to make the errors you pointed out. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:57 AM										
Inbound	Public Website	That Clark County's population has grown doesn't necessarily mean that road demand through this intersection has similarly grown. Project Neon spent \$1 billion plus and did little to improve congestion problems in downtown LV. I fear the same result with proposed "improvements" to the I-215/I-11 interchange in Henderson. There are a number of problem areas. 1. The SB onramp from Sunset onto I-11 goes from three lanes to one, then allows an insufficient acceleration lane to merge into traffic. The backup on the freeway itself to exit onto WB I-215 creates an incredible accident hazard because the SB I-11 merge into WB I-215 narrows from two lanes to one. 2. EB I-215 to SB I-11 quickly narrows from four lanes down to three, with insufficient off-ramp capacity at Horizon Drive, backing up traffic, just as merging, through-traffic is trying to climb a lengthy and steep grade. the offramp itself arbitrarily narrows from two lanes to one before even reaching I-11. 3. The same problem exists on the connector between NB I-11 and WB I-215, where two lanes narrow to one before even reaching I-215. 4. Unless NDOW adds real lane capacity, not gimmicks, this project will do little to minimize future congestion. 5. The work needs to be consistently at night, not during commute times and other heavy traffic times of daylight hours. This should be a requirement for all road projects, both at NDOT and local agencies. There's no point in having massive construction zones for extended periods of time when no actual work occurs. . .a problem throughout the LV Valley that needlessly snarls traffic.	6/14/22 12:32 PM	FG Voltz							zebedee_177@yahoo.com		0

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Outbound	Email	<p>[Reply DB] 1.The SB on ramp from Sunset onto I-515 goes from three lanes to one to accommodate ramp metering and that condition would be retained by the build alternative. The entrance ramp would come on to I-515 as an additional lane with no need to immediately merge into the mainline.</p> <p>2.With the build alternative, EB 215 to SB I-11 would be accomplished by means of a two-lane exit ramp positioned near Gibson Road. The two lanes would be continuous and would enter SB I-11 as additional lanes with no need to immediately merge into the mainline. The rightmost lane becomes an auxiliary lane with the adjacent lane having the choice of also exiting to Horizon Drive or continuing on I-11.</p> <p>3.With the build alternative, NB I-11 to WB I-215 would be accomplished with a two-lane exit ramp close to the existing location. The two lanes would be continuous and would enter WB I-215 alongside two lanes coming from Lake Mead Parkway.</p> <p>4.The build alternative adds capacity to the interchange area with nearly 19 more lane-miles than in the no-build alternative. Traffic analysis predicts satisfactory performance for traffic volumes in the 2040 design year.</p> <p>5.NDOT endeavors to minimize impacts to motorists during construction and does require that certain elements of work be accomplished during off-peak times such as overnight. Please note, however, that when existing bridges, roadways, retaining walls, etc. must be demolished to allow for new construction, the time to demolish and replace these elements can be measured in weeks and months, and cannot be accomplished with an overnight closure.</p> <p>The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.</p>	6/22/22 11:35 AM										
Inbound	Email	<p>Thanks for the response, but it does not cover all the issues raised and some additional ones flowing from further reflection on the massive impacts of this proposed project. In your item #1 response, there is presently no meaningful acceleration lane for SB I-515 at Sunset. It is a major problem on a regular basis and has nothing to do with the metered ramp, which is not operating most hours of the day. There needs to be a far more gradual and lengthy acceleration lane on the freeway itself to prevent accidents and I don't see specifics of that in the plan. How long will the new acceleration ramp be? Because of the many near accidents from drivers who cannot merge safely, I presently take surface streets down to the Auto Center Drive on ramp to avoid this dangerous juncture that was poorly engineered; it is also a problem at the SB-515 Galleria Drive on-ramp which abruptly ends in the same dangerous way after an expansive, lengthy two-lane approach narrows to one. If anything, the SB 515 Galleria Drive on-ramp should merge onto the freeway far earlier so drivers don't have to deal with the Sunset on-ramp merging traffic impact, which bollixes up both through and merging traffic. In your item #3, please explain how two lanes will be available for NB-515/11 to WB-215 given existing, full capacity of the available land at the end of the connector ramps (two lanes from Lake Mead Parkway onto WB-215 narrowing to one, a truncated one lane from NB 515/11 when the over crossing narrows from two lanes to one lane before it passes over Lake Mead Parkway, and one lane for SB-515/11 to WB-215, Assuming the land problems have been worked out, will the NB-515/11 connector to the WB-215 be unavailable to traffic over many months because NDOW will destroy the existing overcrossing or will the existing ramp continue to be available while a new one is built? Right now there are only three through-traffic lanes on WB-215, with a short fourth lane from the interchange to Gibson that forces traffic off the freeway unless a driver quickly merges, so where all the new land comes from to go from three to six lanes on WB-215 is concerning. Two merging lanes from SB I-515 onto WB-215 would alleviate the frequent bottlenecks that back up SB I-515 well before Galleria, assuming land capacity. Driving around the Las Vegas Valley on a regular basis, I have found it is littered with highway construction zones where nothing is happening for an extended period of time, but lane capacity is arbitrarily reduced. That suggests that whatever NDOT and the local agencies are doing needs tighter project management timelines and scheduling in order to minimize driver disruptions, unnecessary bottlenecks and keep traffic flowing. Does there need to be a supplemental financial incentive to the contractors in order to complete these projects sooner rather than later?</p>	6/22/22 12:22 PM										

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	Public Website	<p>Ivy apologizes for commenting twice, but after doing more research on this interchange design I did some digging.</p> <p>The LVRJ had this to say in an article about this project, "A crossover interchange is being considered for the area, which would be unique as there are only two other versions of the road project in the U.S. — one in the Baltimore area and one in Alabama."</p> <p>Doing a search for "Baltimore crossover interchange" and "Alabama crossover interchange" I was only able to find the following interchanges which matched the "crossover" description.</p> <p>If the one in Baltimore is for I-695 then I found the following troubling information about it. It appears that it has since been replaced with a more conventional flyover interchange.</p> <p>"At Exit 33 (I-95/John F. Kennedy Memorial Highway), both highways had crossed over themselves so that all through traffic was on the left side of the road with left-hand entrance/exit ramps connecting the crossover sections. This interchange was replaced in 2014 by a more conventional flyover ramp interchange, as part of the I-95 expansion project under construction since 2007, eliminating the left-turn ramps and I-95's double crossovers. The ramp from northbound I-95 to eastbound I-695 was completed in September 2008, the ramp from westbound I-695 to northbound I-95 was completed in October 2008, the ramp from northbound I-95 to westbound I-695 was completed in November 2008 (eliminating the left-hand exit), and the ramp from eastbound I-695 to southbound I-95 was completed in May 2009. The ramps from southbound I-95 to both westbound and eastbound I-695 were completed in June 2009 and the ramp from westbound I-695 to southbound I-695 was completed in July 2009 and the ramp from eastbound I-695 to northbound I-95 opened in August 2009. In addition to rebuilding these ramps, the project also add four ramps to service the high-occupancy toll lanes being added to I-95." Source: <a href="https://en.wikipedia.org/wiki/Interstate_695_(Maryland)">https://en.wikipedia.org/wiki/Interstate_695_(Maryland)</a></p> <p>Not sure if the I-65 and I-20/I-59 interchange in Birmingham is the second "crossover"; however, I found the following information concerning.</p>	6/14/22 12:35 PM	Elvis Rowe							elvisrowe@gmail.com		0
Outbound	Email	<p>[Reply DB] You are correct that the locations northeast of Baltimore and near downtown Birmingham were constructed decades ago as crossover interchanges and served as the inspiration for the Henderson Interchange build alternative. The crossover interchange in Birmingham was constructed in 1970 and the crossover interchange northeast of Baltimore was constructed some time prior to that. Interstate facilities are designed for traffic volumes projected out to 20 years from the current day, and all interchanges become functionally obsolete when traffic volumes grow to be much larger than the design capacity of the interchange. The fact that both crossover interchanges served for more than four decades is a testament to the original designers. The build alternative for the Henderson Interchange has important differences from the crossover interchanges constructed more than half a century ago. The left-hand entrances and exits are configured as forks, similar to how the southbound airport connector splits to join I-215 south of the airport. Lanes that enter on the left-hand side would be add lanes with no merging immediately required. With the advance signing that meets current design standards and the proliferation of wayfinding apps, left-hand entrances and exits should not be confusing to non-local motorists who are observing the signs and/or guided by the apps on their cell phones. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday, June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street.</p>	6/22/22 12:02 PM										
Inbound	Email	<p>FINISH CENTENNIAL FIRST. We have waited decades to have direct access from 95 to 215 in all directions. The project is proceeding at less than a snail's pace. Please give it more priority and GET IT DONE.</p>	6/14/22 12:50 PM	Kathi							<a href="mailto:quilterkathi@embarqmail.com">quilterkathi@embarqmail.com</a>		
Outbound	Email	<p>[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.</p>	6/15/22 9:59 AM										
Inbound	Public Website	<p>[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.</p>	6/15/22 9:09 AM	edward mcguire	City of	240 Water Street	Henderson	NV	89015	7022673030	ed.mcguire@cityofhenderson.com	Email	Receive Updates? No, I would not like to receive project updates.
Inbound	Public Website	<p>NDOT and Dave have done a brilliant job looking at all the alternatives, selecting great options and staying in touch with the City and the public. This is the best project web site I have ever seen! Thanks for the great work!</p>	6/15/22 9:28 AM	Ed McGuire							ed.mcguire@cityofhenderson.,com		0

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Outbound	Email	[Reply DB] Thank you so much for your support of the Henderson Interchange Project and your kind words. NDOT looks forward to continuing our partnership with the City of Henderson and we appreciate the effort and teamwork provided by your department. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:45 AM										
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 10:18 AM	Richard L. Macklin		321 E. Rancho Dr.	Henderson	NV	89015-8122	7025657775	sharmac73@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 11:15 AM	William crandall	privat	1325 Allegheny Moon Ter, # 2,	Henderson	NV	89002	7024133214	nltd12@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 11:15 AM	William crandall	privat	1325 Allegheny Moon Ter, # 2,	Henderson	NV	89002	7024133214	nltd12@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 11:15 AM										Receive Updates? undefined
Inbound	Public Website	The link to sign up for updates doesn't work, it just opens a browser window. Whatever you do, PLEASE make the transfer lanes at least two lanes wide. I don't understand why all the major "upgrades" downtown, I-15 & 215, etc. all end up with single lane transfers and they always back up and cause accidents and delaysng	6/15/22 11:44 AM	Gary Ackerman							gary@gaudinmotorcompany.com		0
Outbound	Email	[Reply DB] The issue you raised is one of the deficiencies of the existing interchange that was identified by the purpose and need for the project. The Build Alternative would construct connections with the following continuous lane configurations: <ul style="list-style-type: none"> <li>•NB I-11 to NB I-515 – Three continuous lanes</li> <li>•SB I-515 to SB I-11 – Three continuous lanes</li> <li>•EB I-215 to EB Lake Mead Parkway – Two continuous lanes</li> <li>•WB Lake Mead Parkway to WB I-215 – Two continuous lanes</li> <li>•NB I-11 to EB Lake Mead Parkway – Low volume movement, one continuous lane</li> <li>•NB I-11 to WB I-215 – Two continuous lanes</li> <li>•SB I-515 to EB Lake Mead Parkway – Two continuous lanes</li> <li>•SB I-515 to WB I-215 – Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>•EB I-215 to NB I-515– Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>•EB I-215 to SB I-11 – Two continuous lanes</li> <li>•WB Lake Mead Parkway to NB I-515 – Moderate volume movement, two lanes depart from Lake Mead Parkway and merge into one before entering the mainline</li> <li>•WB Lake Mead Parkway to SB I-11 – Low volume movement, one continuous lane.</li> </ul> The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:54 AM										
Inbound	Email	Thanks for the reply David, impressive!	6/24/22 4:36 PM										
Inbound	Email	Good afternoon, I wanted to ask about CL20200029 - HENDERSON INTERCHANGE FROM HORIZON DR TO GALLERIA DR AND FROM VAN WAGENEN ST TO VALLE VERDE DR. I took a look at the webpage, but it didn't tell me everything I wanted to know. Can you please tell me the current status of the project and when the ROW and construction phase will begin?	6/15/22 2:02 PM	Chris							christinemt12@gmail.com		
Outbound	Email	[reply DB] Thank you for your interest in the Henderson Interchange Project. The project is currently in the NEPA (environmental study) phase, and we anticipate that the project will transition to procuring a design-build contractor starting this fall. No new permanent right of way is needed to construct the build alternative. The process to acquire temporary construction easements for reconstruction of adjacent driveways as needed for properties along Lake Mead Parkway could begin this coming year once the right of way setting has been completed. Construction could begin sometime in 2024 pending availability of funding for the project. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/20/22 11:25 AM										
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/16/22 6:37 AM	William McCloskey	self	1557 Red Canal Court	Henderson	NV	89074	2674438290	klusk1234@aol.com	Postcard	Receive Updates? Yes, please add me to your list.

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	Email	I am writing to voice opposition to adding to the Henderson spaghetti bowl. We don't need more road, we need fewer cars on the road. We need to make do with what we have. I am in favor of making public transportation better for people who cannot afford to drive, and for people whose disabilities make them unable to drive. If we get more people on public transport, people who actually want to drive can use the existing roads.	6/16/22 2:28 PM	Alece Denning							denning6615@gmail.com		
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team and you will be happy to know that this issue will be resolved with the proposed improvements. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/15/22 9:58 AM										
Inbound	Email	WOW THAT IS QUICK~!!!! First, My apologies, after (sorry) I sent my email I actually took the time to review the virtual site and found the plan with the animations (very helpful). Super excited to get that improved.	6/15/22 10:03 AM										
Inbound	Email	request to be added to list for project updates	6/16/22 8:08 PM	Dallas Tippie							nicereef@gmail.com		
Inbound	Email	request to be added to list for project updates	6/16/22 1:12 PM	John McFie							itmcfie@gmail.com		
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/19/22 7:00 AM	Gene Howley		1090 Las Palmas Entrada Av.	Henderson	NV	89012	7023744006	saxomafone@gmail.com	Postcard	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	Please do not begin this project until the Spaghetti Bowl and Centennial Bowl are completed. We Ned alternate route choices and this will limit them.	6/20/22 8:13 AM	Debra DiCato							debrahi71@gmail.com		0
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation endeavors to coordinate the work of adjacent projects to manage construction related impacts on motorists. The transportation needs for the state are large and it is oftentimes necessary for multiple projects to move forward simultaneously so that transportation needs can be met. Project NEON at the Spaghetti Bowl has been completed and the adjacent work on US 95 is scheduled to be completed in the next 12 months. Centennial Bowl construction is anticipated to be completed in early 2024, and Henderson Interchange construction is anticipated to start in the latter part of 2024. Work on the Henderson Interchange will also be coordinated with other projects on I-515 that are widening the freeway near Charleston Boulevard and rehabilitating the roadway between the Henderson Interchange and the I-515/Charleston project. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/27/22 9:08 AM										
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/20/22 8:40 AM	Jeff Belcher		947 High Plains Drive	Henderson	nv	89002		lv2gen@gmail.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/21/22 11:39 AM	Toni Rose	Red O	4565 S. 20th Street	LV	NV	89144	7025282031	tonirose@gmail.com	Email	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/21/22 11:40 AM	Toni Rose	Red O	4565 S. 20th Street	Milwaukee	WI	53221	7025282031	tonirose@gmail.com	Email	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/22/22 8:17 AM	Toni Rose		101 Tesoro Drive	LV	NV	89144	7025282031	tonirose@gmail.com	Social media	Receive Updates? No, I would not like to receive project updates.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/22/22 8:17 AM										Receive Updates? undefined
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/22/22 8:19 AM	Toni Rose	Red	4565 20th street	Milwaukee	WI	53221	7025282031	tonirose@gmail.com	Email	Receive Updates? undefined
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/23/22 1:02 PM	Russell L Thomas	Las Ve	1001 S. Valley View Dr.	Las Vegas	NV	89153	7028228337	Russell.Thomas@lvwd.com	Other	Receive Updates? No, I would not like to receive project updates.
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Mary Moeas		324 Waterwheel Falls Dr					moeasm97@centruylink.net	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Rae Paravia		6260 Smoke Ranch Rd #110	Las Vegas	NV	89128		rparavia@kleinfielder.com	Newspaper/magazine advertisement	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Scott & Jan Folsom		166 Turtle Ridge Ave	Las Vegas	NV	89183		foilsomd@msn.com	Newspaper/magazine advertisement	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Kaushar Shah							kaushar.shah@wsp.com	Website	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Sally Uribe		756 Viento Del Montagna	Henderson	NV	89012		sally.uribe@yahoo.com		
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Alex Heindle		426 Viewmont Dr					desertwalkabouts@gmail.com		
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Micah & Julia Germany		744 Viento Del Montagna	Henderson	NV	89012		igermany2@cox.net	Newspaper/magazine advertisement	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Gerrri Schroder		741 N Water St	Henderson	NV	89015		gerrischroder@gmail.com	NDOT	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Scott Dam		654 Mt Rona Wy	Boulder City	NV			asd444@cox.net	Newspaper/magazine advertisement	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Jared Wagstaff		160 Cobalt Sky Ave	Henderson	NV	89002		iwag89012@yahoo.com	NDOT	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Robert & Julie Bailey		176 Errogee St	Henderson	NV	89012		baileylvnv@yahoo.com	Fox 5 news	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	James Zakosky		390 Markston Wy	Henderson	NV	89015		zakoskyh@aol.com	Fox 5 news	

Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Robert Wilson		399 Hoskins Ct	Henderson	NV	89012		<a href="mailto:cbwil3642@cox.net">cbwil3642@cox.net</a>	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Danielle Bennett		344 Waterwheel Falls Dr	Henderson	NV	89015		<a href="mailto:luckygarnett@gmail.com">luckygarnett@gmail.com</a>	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Chuck Joseph		6260 Smoke Ranch Rd #110	Las Vegas	NV	89128		<a href="mailto:cjoseph@kleinfielder.com">cjoseph@kleinfielder.com</a>	Email	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Louise Alton		1855 Shaded Peak St	Henderson	NV			<a href="mailto:altonquilt@aol.com">altonquilt@aol.com</a>	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Laura Alton		146 Ivy St	Henderson	NV	89015		<a href="mailto:ascendk9@aol.com">ascendk9@aol.com</a>	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Joey Meza		44 La Fiesta	Henderson	NV			<a href="mailto:jamisnerd@yahoo.com">jamisnerd@yahoo.com</a>		
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Jay Norris		1012 Winding Hill St	Henderson	NV	89002		<a href="mailto:jlnbirdman@aol.com">jlnbirdman@aol.com</a>		
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Christine Feaster		413 Barrett St	Henderson	NV	89011		<a href="mailto:christine.feaster@ceecinc.com">christine.feaster@ceecinc.com</a>		
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Renee Parry		52 El Rio Ct	Henderson	NV	89012		<a href="mailto:naizey@yahoo.com">naizey@yahoo.com</a>	Postcard	
Inbound	In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Mary & Chuck Bohlman		460 Leighann Rd					<a href="mailto:marytimes5@gmail.com">marytimes5@gmail.com</a>		
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/24/22 5:48 AM	Gary Kennedy		368 Eveningside Ave	Henderson	Nv	89012		<a href="mailto:b737gary@cox.net">b737gary@cox.net</a>	Other	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/24/22 12:40 PM	Carrie E.Rowley		1714Franklin Chase Terrace	Henderson	Nv	89012	7025440803	<a href="mailto:rowleycarrie@yahoo.com">rowleycarrie@yahoo.com</a>	Postcard	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/26/22 7:40 PM	Anna Binder		684Finch Island	Henderson	NV	89015	7029066517	<a href="mailto:annakicks2000@hotmail.com">annakicks2000@hotmail.com</a>	Other	Receive Updates? Yes, please add me to your list.
Inbound	Email	request to be added to list for project updates	6/27/22 9:35 AM	Jan Cowley								<a href="mailto:jicowley2002@yahoo.com">jicowley2002@yahoo.com</a>	
Inbound	Public Website	As NDOT is headed for public comment this week on the proposed Henderson Interchange Project, I would like to be added to the list of people who can provide input during the public comment period.	6/27/22 10:08 AM	Rajiv Kishore							<a href="mailto:rajiv.kishore@gmail.com">rajiv.kishore@gmail.com</a>		0
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/8/22 12:00 PM										
Outbound	Email	[Reply JGT] I would like to assist with your traffic noise concern, but to do that, I need to have the physical address of your property in question. Could you please provide that to me? Then I can begin my data collection process.	7/11/22 10:20 AM										
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/27/22 4:41 PM	Jeff Gotlieb		464 ANNAPOLIS CIR	HENDERSON	NV	89015-7865	7024809204	<a href="mailto:jeffgflight@gmail.com">jeffgflight@gmail.com</a>	Other	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	The current design results in excessive noise from traffic (especially in the winter when the wind is blowing from the north).	6/28/22 8:53 AM	Sibilla Merlo							<a href="mailto:Removeb4flight@gmail.com">Removeb4flight@gmail.com</a>		0
Inbound	Public Website	The current design fails to mitigate affects of traffic noise for homes along horizon ridge.	6/28/22 8:54 AM	Sibilla Merlo							<a href="mailto:Removeb4flight@gmail.com">Removeb4flight@gmail.com</a>		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/29/22 10:33 AM	Lori Ann Kepler		407 Opal Dr	Henderson	NV	89015	17609022275	<a href="mailto:lorikepler257@gmail.com">lorikepler257@gmail.com</a>	Postcard	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	Not only is this project a tremendous and unnecessary risk to the environment and public health, it is also a waste of money.	7/6/22 12:43 AM	Anthony Faoro							<a href="mailto:bigpapaldo@yahoo.com">bigpapaldo@yahoo.com</a>		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/6/22 1:01 PM	Rhonda Motley	Feder: 705 N. Plaza Street		Carson City	Nevad:	89706	775-687-8584	<a href="mailto:rhonda.motley@dot.gov">rhonda.motley@dot.gov</a>	Email	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/6/22 6:54 PM	Roger Johnson		606 Arthur Ave	Henderson	NV	89015	7023591026	<a href="mailto:furbey123@yahoo.com">furbey123@yahoo.com</a>	Other	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	Great another project that NDOT is not going to get correct, and will have to come back and redo it.	7/6/22 6:56 PM	Roger Johnson		606 Arthur Ave	Henderson	NV	89015	7023591026	<a href="mailto:furbey123@yahoo.com">furbey123@yahoo.com</a>		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/7/22 9:01 AM	Marco Velotta		25 Hatten Bay St	Henderson	NV	89012	775.240.7627	<a href="mailto:mvelotta@gmail.com">mvelotta@gmail.com</a>	Postcard	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	In general, I think some of these improvements will be helpful, including restoration of the area.	7/7/22 9:18 AM	Marco Velotta							<a href="mailto:mvelotta@gmail.com">mvelotta@gmail.com</a>		0
Inbound	Public Website	[This is a generated comment representing user signup and registration for the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/7/22 12:14 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>	Postcard	Receive Updates? Yes, please add me to your list.
Inbound	Public Website	This project is not needed. To alleviate crashes, all you need to do is close the Gibson Road interchange.	7/7/22 12:19 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>		0
Inbound	Public Website	Sound walls will do nothing to alleviate the already loud downshifting of semi trucks.	7/7/22 12:25 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>		0
Inbound	Public Website	Come on over and hang out in my backyard during rush hour. Then tell me there isn't a better way to handle the noise.	7/7/22 12:30 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>		0
Inbound	Public Website	I fail to see how "community cohesion" will be improved, since the the noise, exhaust, and vibration will be increased.	7/7/22 12:38 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>		0
Inbound	Public Website	You don't need to spend all this money. There are less invasive and better fixes to make the area safer.	7/7/22 12:41 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	<a href="mailto:certifiedjackie@hotmail.com">certifiedjackie@hotmail.com</a>		0

## Henderson Interchange Project Virtual Public Meeting Exports July 6 - August 5, 2021

INBOUND_OUTBOUND	CONTACT_METHOD	COMMENT	COMMENT_DATE	CONTACT_NAME	TITLE	STREET_ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Inbound	Email	This issues with the interchange are very easy to identify if you live in the area and drive it daily . The 1st is there is no truck lane for slow vehicles . thousands of trucks travel south to I-11 and construction rock trucks drive to the gravel pits in the Eldorado area every day and are a problem for traffic. The next is 215 east to 515 south needs 2 lanes all the way to ease traffic flow and one lane just to horizon from the ramp just for all the local traffic to exit at horizon and 50% of the vehicles that exit get off at horizon. The north bound 515 at lake mead needs to have it's lane that does not stop with a new lane in front of the fiesta casino . and last the recent moving of lanes going west on 215 really messed up traffic to fix this we need two lanes getting on going west on 215 , to do this one extra lane on the ramp from 515 north to 215 west . on another note the other end of 215 and I-15 is just as bad if not worse.	7/10/22 12:38 PM	Ken Freeman							snore1600rep@aol.com		

## Henderson Interchange Project Virtual Public Meeting Update Requests July 6 - August 5, 2021

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 9:40 AM	Andrew Bennett		500 S. Grand Central Parkway, 6th Floor				7024554311	andrew.bennett@clarkcountynv.gov	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 2:09 PM	Gregory Gannon		2007 Babylon Mill Street				7025215743	gnmgannon@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 2:32 PM	Joe Hansen		68 Moonlight Village Lane				7022756528	jmaesw@cox.net	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/8/22 5:24 PM	Julie Galetar		407 Summit Drive				3236845173	julie.galetar@gmail.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:10 AM	Greggory Bruce		976 Rue Grand Paradis	Hend	Nv	89011	gb@gbprd.com	7026491200	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:49 AM	Tamara Dalton		47 la fiesta st	Hend	Nv	89012	tamaradaltong	7022366810	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/13/22 7:51 AM										Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/14/22 6:16 AM	JAMES SHELDON		701 KENDALL LANE in	Boulde	NV	89005	bouldercityjim@	7025697037	Social media	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/14/22 12:29 PM	Elvis Rowe		2257 Manosque Ln	Hend	NV	89044	elvisrowe@gma	702-756-7930	Email	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 10:18 AM	Richard L. Macklin		321 E. Rancho Dr.	Hend	NV	89015	7025657775	sharmac73@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 11:15 AM	William crandall	privat	1325 Allegheny Moon Ter, # 2,	Hend	NV	89002	7024133214	nltd12@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/15/22 11:15 AM	William crandall	privat	1325 Allegheny Moon Ter, # 2,	Hend	NV	89002	7024133214	nltd12@gmail.com	Social media	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/16/22 6:37 AM	William McCloskey	self	1557 Red Canal Court	Hend	NV	89074	2674438290	klusk1234@aol.com	Postcard	Receive Updates? Yes, please add me to your list.
Email	request to be added to list for project updates	6/16/22 8:08 PM	Dallas Tippie							<a href="mailto:nicereef@gmail.com">nicereef@gmail.com</a>		
Email	request to be added to list for project updates	6/16/22 1:12 PM	John McFie							<a href="mailto:jtmcfie@gmail.com">jtmcfie@gmail.com</a>		
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/19/22 7:00 AM	Gene Howley		1090 Las Palmas Entrada Av.	Hend	NV	89012	7023744006	saxomafone@gmail.com	Postcard	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/20/22 8:40 AM	Jeff Belcher		947 High Plains Drive	Hend	nv	89002		lv2gen@gmail.com	Newspaper/magazine advertisement	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/21/22 11:39 AM	Toni Rose	Red O	4565 S. 20th Street	LV	NV	89144	7025282031	tonirose@gmail.com	Email	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/21/22 11:40 AM	Toni Rose	Red O	4565 S. 20th Street	Milw	WI	53221	7025282031	tonirose@gmail.com	Email	Receive Updates? Yes, please add me to your list.
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Mary Moeas		324 Waterwheel Falls Dr					moeasm97@centruylink.net	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Rae Paravia		6260 Smoke Ranch Rd #110	Las V	NV	89128		<a href="mailto:rparavia@kleinfielder.com">rparavia@kleinfielder.com</a>	Newspaper/magazine advertisement	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Scott & Jan Folsom		166 Turtle Ridge Ave	Las V	NV	89183		<a href="mailto:folsomsd@msn.com">folsomsd@msn.com</a>	Newspaper/magazine advertisement	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Kaushar Shah							<a href="mailto:kaushar.shah@wsp.com">kaushar.shah@wsp.com</a>	Website	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Sally Uribe		756 Viento Del Montagna	Hend	NV	89012		<a href="mailto:sally.uribe@yahoo.com">sally.uribe@yahoo.com</a>		

## Henderson Interchange Project Virtual Public Meeting Update Requests July 6 - August 5, 2021

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	How did you hear about us?	Receive Updates?
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Alex Heindle		426 Viewmont Dr					<a href="mailto:desertwalkabouts@gmail.com">desertwalkabouts@gmail.com</a>		
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Micah & Julia Germany		744 Viento Del Montagna	Hend	NV	89012		<a href="mailto:jgermany2@cox.net">jgermany2@cox.net</a>	Newspaper/magazine advertisement	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Gerri Schroder		741 N Water St	Hend	NV	89015		<a href="mailto:gerrischroder@gmail.com">gerrischroder@gmail.com</a>	NDOT	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Scott Dam		654 Mt Rona Wy	Boulc	NV			<a href="mailto:asd444@cox.net">asd444@cox.net</a>	Newspaper/magazine advertisement	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Jared Wagstaff		160 Cobalt Sky Ave	Hend	NV	89002		<a href="mailto:jwag89012@yahoo.com">jwag89012@yahoo.com</a>	NDOT	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Robert & Julie Bailey		176 Errogie St	Hend	NV	89012		<a href="mailto:baileylnv@yahoo.com">baileylnv@yahoo.com</a>	Fox 5 news	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	James Zakosky		390 Markston Wy	Hend	NV	89015		<a href="mailto:zakoskyh@aol.com">zakoskyh@aol.com</a>	Fox 5 news	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Robert Wilson		399 Hoskins Ct	Hend	NV	89012		<a href="mailto:cbwil3642@cox.net">cbwil3642@cox.net</a>	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Danielle Bennett		344 Waterwheel Falls Dr	Hend	NV	89015		<a href="mailto:luckygarnett@gmail.com">luckygarnett@gmail.com</a>	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Chuck Joseph		6260 Smoke Ranch Rd #110	Las V	NV	89128		<a href="mailto:cjoseph@kleinfielder.com">cjoseph@kleinfielder.com</a>	Email	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Louise Alton		1855 Shaded Peak St	Hend	NV			<a href="mailto:altonquilt@aol.com">altonquilt@aol.com</a>	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Laura Alton		146 Ivy St	Hend	NV	89015		<a href="mailto:ascendk9@aol.com">ascendk9@aol.com</a>	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Joey Meza		44 La Fiesta	Hend	NV			<a href="mailto:jamisnerd@yahoo.com">jamisnerd@yahoo.com</a>		
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Jay Norris		1012 Winding Hill St	Hend	NV	89002		<a href="mailto:jlbirdman@aol.com">jlbirdman@aol.com</a>		
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Christine Feaster		413 Barrett St	Hend	NV	89011		<a href="mailto:christine.feaster@ceecinc.com">christine.feaster@ceecinc.com</a>		
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Renee Parry		52 El Rio Ct	Hend	NV	89012		<a href="mailto:naizey@yahoo.com">naizey@yahoo.com</a>	Postcard	
In-Person Hearing	Yes, please add me to the project email list.	6/23/22 5:30 PM	Mary & Chuck Bohlman		460 Leighann Rd					<a href="mailto:marytimes5@gmail.com">marytimes5@gmail.com</a>		
Email	request to be added to list for project updates	6/27/22 9:35 AM	Jan Cowley							<a href="mailto:jlcowley2002@yahoo.com">jlcowley2002@yahoo.com</a>		
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/24/22 5:48 AM	Gary Kennedy		368 Eveningside Ave	Hend	Nv	89012		b737gary@cox.net	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/24/22 12:40 PM	Carrie E.Rowley		1714Franklin Chase Terrace	Hend	Nv	89012	7025440803	rowleycarrie@yahoo.com	Postcard	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/26/22 7:40 PM	Anna Binder		684Finch Island	Hend	NV	89015	7029066517	annakicks2000@hotmail.com	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/27/22 4:41 PM	Jeff Gotlieb		464 ANNAPOLIS CIR	HEND	NV	89015	7024809204	jeffgcflight@gmail.com	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	6/29/22 10:33 AM	Lori Ann Kepler		407 Opal Dr	Hend	NV	89015	17609022275	lorikepler257@gmail.com	Postcard	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	7/6/22 1:01 PM	Rhonda Motley	Feder	705 N. Plaza Street	Carsc	Nevada	89706	775-687-8584	rhonda.motley@dot.gov	Email	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	7/6/22 6:54 PM	Roger Johnson		606 Arthur Ave	Hend	NV	89015	7023591026	furbe123@yahoo.com	Other	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	7/7/22 9:01 AM	Marco Velotta		25 Hatten Bay St	Hend	NV	89012	775.240.7627	mnvelotta@gmail.com	Postcard	Receive Updates? Yes, please add me to your list.
Public Website	[This is a generated comment representing user signup and registration for the Henderson NEPA project.] The form was submitted in English.	7/7/22 12:14 PM	Jacqueline Faoro		760 Viento del Montagna Av	Hend	NV	89012	7028560103	certifiedjackie@hotmail.com	Postcard	Receive Updates? Yes, please add me to your list.

## Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Public Website	We already don't have enough police to control speeders in the area. More lanes means more room for speeding. How are we going to control that? There may be a lot of crashes at the moment but at least they're not at 100mph.	6/8/22 5:30 PM	Julie Galetar		407 Summit Drive	Henderson	NV		3236845173	julie.galetar@gmail.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. Enforcement of traffic laws is the responsibility of law enforcement agencies and outside of NDOT's jurisdiction, however, we will let them know of th concern. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:11 AM									
Inbound	Email	Perhaps the Police Department should join on the conversation. I would like to think the two agencies work together to make sure they have ample officers to enforce any impact this would have on illegal activities.	6/22/22 11:14 AM									
Inbound	Public Website	I love the cross over plan to keep traffic flowing well.	6/8/22 7:57 PM	Dean Elliott							drwhoinlv@outlook.com	Resolved
Outbound	Email	[Reply DB] Thank you for your support and interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday, June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:23 AM									
Inbound	Email	As a member of the Henderson community to the south side of Interstate 11 (between the Henderson interchange and Horizon Drive) I would like to request that this project consider the addition of a sound barrier along the south edge of the roadway. Nearly all areas in Henderson where a highway backs-up to residential areas, a sound barrier is present - except for this area. See below for a quick sketch. Thank you for your consideration!	6/9/22 8:38 AM	Ford Wegner							<a href="mailto:fgw8@outlook.com">fgw8@outlook.com</a>	Resolved
	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. A new soundwall is proposed along southbound I-11 from the UPRR crossing to the Horizon Drive off-ramp. This soundwall will be approximately 6,240 feet in length and 15 feet in height. Please visit the Traffic Noise and Vibration section of the virtual public hearing ( <a href="https://www.henderson-interchange.com/traffic-noise-vibration">https://www.henderson-interchange.com/traffic-noise-vibration</a> ) to view exhibits depicting the location of proposed and existing soundwalls.	6/9/22 4:21 PM									
Inbound	Email	I have a problem heading west from Henderson on Lake Mead onto the 215. The problem is if you need to get off at Stephanie, you need to make a dive across 3 lanes of traffic at pretty high speed. Making it unsafe and chance of an accident that could have been prevented in the design phase of the project. I think this needs to be looked at closer. Thank you for your consideration.	6/13/22 6:22 AM	Branchini							branchhd@gmail.com	

## Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. Under the Build Alternative, motorists heading west from Henderson on Lake Mead Parkway would be positioned in the rightmost two lanes of westbound I-215 unlike the existing condition where motorists from Lake Mead Parkway join westbound I-215 on the left. Motorists would be well positioned to access the right-hand exits to either Gibson Road or to Stephanie Street. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/16/22 6:03 PM									Resolved
Inbound	Public Website	KISS - Keep It Simple Simpson. Simple for the drivers and safe for the drivers.	6/13/22 8:42 AM	Keith B. Rosenberg							enii@pacbell.net	
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. The build alternative has been configured to meet applicable design standards for geometric alignments and signing to conform with driver expectations. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday, June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:28 AM									Resolved
Inbound	Public Website	Glad to see this project. The last update seemed like it would help a lot, But seemed to wind up worse, I'd say mostly because most drivers lack basic skills...I'd like to see the 515 to 95 southbound keep two lanes throughout the merge. At least, having the lane go away shortly after the merge creates a mess. Please put a permanent sign on southbound 95 before Horizon that there is a hill and some level of attention is required to maintain speed. Please put a long exit lane from the 515 merge to Horizon so those exiting can drive the 20 MPH they apparently want without slowing down through traffic on south 95. Keeping two lanes on the exit of south 95 to west 515 also would help flow a lot. The current ramp there is marked too slow for the conditions. I can drive my motorhome there at 50 MPH. That may allow traffic to maintain more speed and reduce the delays there. Doing something to spread out the merges from all the different directions would be an improvement. It's a little chaotic with all of them coming together at the same time. I understand there's somewhat limited space but the current layout is pretty unique in my experience in lots of places.	6/13/22 11:29 AM	Sebastian Trost							Strost164@mac.com	

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. The build alternative would construct three through lanes connecting SB 515 to SB I-11 (US 95) and vice versa. The grade approaching Horizon Drive is not one that is typically signed, and the Department does recognize that heavily loaded trucks often are unable to maintain highway speeds when traveling up hill, whether signed or not. The build alternative adds auxiliary lanes in both directions of I-11 between Horizon Drive and the system interchange to mitigate the issue you describe with slowing vehicles approaching the interchange and affecting traffic on the mainline. Please note that several of the existing curves within the interchange are signed for slower speeds because shoulder widths don't accommodate a higher stopping sight distance, not because of sharp curvature or comfort. Your motorhome likely affords you better visibility of vehicles ahead that a motorist in a lower vehicle would not enjoy because you might see better over the railing on the inside curve from your higher vantage point. The build alternative increases shoulder widths to provide better stopping sight distance for all vehicles. You are correct to note that the close proximity of service interchanges to the main system interchange results in closely spaced merges and weaving. The build alternative increases the merging and weaving distances, but please note that merging and weaving are necessary to make changes to direction of travel within any interchange configuration. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:31 AM									Resolved
Inbound	Email	Is the Henderson Interchange design going to address to the consistent and unsafe traffic jams and backups on I11/95 south bound to the I215 west bound? With the current one one bridge, traffic is either stopped or moving less than 5 mph causing massive ups every weekday morning and afternoons. Vehicles routine block the #2 and 3 lanes making this a very unsafe section of the freeway.	6/13/22 12:42 PM	Scott Straily							strailys@yahoo.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. The issue you raised is one of the deficiencies of the existing interchange that was identified by the purpose and need for the project. The Build Alternative would construct a median-to-median connector between I-515 and I-215 that would have two lanes in each direction on opening day and could be restriped to three lanes in each direction when traffic conditions warrant. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 - July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/16/22 5:54 PM	Scott Straily						strailys@yahoo.com		

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Public Website	<p>When the interchange was restriped, concrete barriers needed to be added in order to prevent those traveling west on Lake Mead onto 215W from crossing several lanes to exit Gibson. This helped increase the safety of the interchange; however, the current build is adding several similar situations.</p> <p>Traffic traveling 215E to 515N will need to cross at least two lanes in order to successfully exit Auto Show.</p> <p>Traveling entering 215E from Gibson will have less than one mile to successfully merge left to transition to 515N. A similar issue currently exists when traffic enters 215E from Gibson and attempts to continue east on Lake Mead Pkwy.</p> <p>The signage for exiting to 215W from 515S is going to cause some serious problems. In the current animations there is signage for exit 23B for 215W which exits to the left. Then after passing under Auto Show there is another sign, on the right, for exit 23C ALSO for 215W. I understand that this exit is intended for those wanting to travel from Auto Show to 215W; however, there are going to be several people, think visitors unfamiliar with the area, who will panic and want to move across from exit 23B to 23C. This is an EXTREMELY hazardous situation. Additionally, you will have traffic entering from Auto Show trying to move across traffic lanes to try to 'make' the 23B exit for 215W. Perhaps this could be solved with relocating the signage to not cause panic in drivers using exit 23B thinking they missed or took the wrong exit.</p>	6/14/22 12:19 PM	Elvis Rowe							elvisrowe@gmail.com	Resolved
Outbound	Email	<p>[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. You are correct to note that several of the movements require motorists to merge into traffic and weave over one or two lanes in order to make certain connections with adjacent interchanges. Merging and weaving is necessary with any interchange configuration. The design team considered the anticipated traffic volumes and lengths available for these movements and the traffic safety analysis predicts that these movements can be made successfully based on current design standards. The issue you raised regarding the dual ways that I-515 connects to I-215 via the median connector and from the Auto Show Drive SB on ramp will be resolved by the design team moving forward by relocating signs and also relocating exit gores so that it would not be possible for a confused motorist to make the errors you pointed out. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.</p>	6/22/22 11:57 AM									

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Public Website	That Clark County's population has grown doesn't necessarily mean that road demand through this intersection has similarly grown. Project Neon spent \$1 billion plus and did little to improve congestion problems in downtown LV. I fear the same result with proposed "improvements" to the I-215/I-11 interchange in Henderson. There are a number of problem areas. 1. The SB onramp from Sunset onto I-11 goes from three lanes to one, then allows an insufficient acceleration lane to merge into traffic. The backup on the freeway itself to exit onto WB I-215 creates an incredible accident hazard because the SB I-11 merge into WB I-215 narrows from two lanes to one. 2. EB I-215 to SB I-11 quickly narrows from four lanes down to three, with insufficient off-ramp capacity at Horizon Drive, backing up traffic, just as merging, through-traffic is trying to climb a lengthy and steep grade. the offramp itself arbitrarily narrows from two lanes to one before even reaching I-11. 3. The same problem exists on the connector between NB I-11 and WB I-215, where two lanes narrow to one before even reaching I-215. 4. Unless NDOW adds real lane capacity, not gimmicks, this project will do little to minimize future congestion. 5. The work needs to be consistently at night, not during commute times and other heavy traffic times of daylight hours. This should be a requirement for all road projects, both at NDOT and local agencies. There's no point in having massive construction zones for extended periods of time when no actual work occurs. . . a problem throughout the LV Valley that needlessly snarls traffic.	6/14/22 12:32 PM	FG Voltz							zebedee_177@yahoo.com	
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. 1.The SB on ramp from Sunset onto I-515 goes from three lanes to one to accommodate ramp metering and that condition would be retained by the build alternative. The entrance ramp would come on to I-515 as an additional lane with no need to immediately merge into the mainline. 2.With the build alternative, EB 215 to SB I-11 would be accomplished by means of a two-lane exit ramp positioned near Gibson Road. The two lanes would be continuous and would enter SB I-11 as additional lanes with no need to immediately merge into the mainline. The rightmost lane becomes an auxiliary lane with the adjacent lane having the choice of also exiting to Horizon Drive or continuing on I-11. 3.With the build alternative, NB I-11 to WB I-215 would be accomplished with a two-lane exit ramp close to the existing location. The two lanes would be continuous and would enter WB I-215 alongside two lanes coming from Lake Mead Parkway. 4.The build alternative adds capacity to the interchange area with nearly 19 more lane-miles than in the no-build alternative. Traffic analysis predicts satisfactory performance for traffic volumes in the 2040 design year. 5.NDOT endeavors to minimize impacts to motorists during construction and does require that certain elements of work be accomplished during off-peak times such as overnight. Please note, however, that when existing bridges, roadways, retaining walls, etc. must be demolished to allow for new construction, the time to demolish and replace these elements can be measured in weeks and months, and cannot be accomplished with an overnight closure. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:35 AM									

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Email	<p>Thanks for the response, but it does not cover all the issues raised and some additional ones flowing from further reflection on the massive impacts of this proposed project. In your item #1 response, there is presently no meaningful acceleration lane for SB I-515 at Sunset. It is a major problem on a regular basis and has nothing to do with the metered ramp, which is not operating most hours of the day. There needs to be a far more gradual and lengthy acceleration lane on the freeway itself to prevent accidents and I don't see specifics of that in the plan. How long will the new acceleration ramp be? Because of the many near accidents from drivers who cannot merge safely, I presently take surface streets down to the Auto Center Drive on ramp to avoid this dangerous juncture that was poorly engineered; it is also a problem at the SB-515 Galleria Drive on-ramp which abruptly ends in the same dangerous way after an expansive, lengthy two-lane approach narrows to one. If anything, the SB 515 Galleria Drive on-ramp should merge onto the freeway far earlier so drivers don't have to deal with the Sunset on-ramp merging traffic impact, which bollixes up both through and merging traffic. In your item #3, please explain how two lanes will be available for NB-515/11 to WB-215 given existing, full capacity of the available land at the end of the connector ramps (two lanes from Lake Mead Parkway onto WB-215 narrowing to one, a truncated one lane from NB 515/11 when the over crossing narrows from two lanes to one lane before it passes over Lake Mead Parkway. and one lane for SB-515/11 to WB-215, Assuming the land problems have been worked out, will the NB-515/11 connector to the WB-215 be unavailable to traffic over many months because NDOW will destroy the existing overcrossing or will the existing ramp continue to be available while a new one is built? Right now there are only three through-traffic lanes on WB-215, with a short fourth lane from the interchange to Gibson that forces traffic off the freeway unless a driver quickly merges, so where all the new land comes from to go from three to six lanes on WB-215 is concerning. Two merging lanes from SB I-515 onto WB-215 would alleviate the frequent bottlenecks that back up SB I-515 well before Galleria, assuming land capacity. Driving around the Las Vegas Valley on a regular basis, I have found it is littered with highway construction zones where nothing is happening for an extended period of time, but lane capacity is arbitrarily reduced. That suggests that whatever NDOT and the local agencies are doing needs tighter project management timelines and scheduling in order to minimize driver disruptions, unnecessary bottlenecks and keep traffic flowing. Does there need to be a supplemental financial incentive to the contractors in order to complete these projects sooner rather than later?</p>	6/22/22 12:22 PM									Resolved

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	<p>[Reply DB] Thank you for your continued interest in the Henderson Interchange Project. You are correct to note that in the existing condition, the southbound entrance ramp from Sunset Road to I-515 has a tapered merge onto SB I-515 and it is currently necessary for vehicles to accelerate to highway speed to complete a successful merge. As shown in the attached rendering from the digital model of the build alternative, the proposed entrance would come alongside I-515 with no need to merge. If your destination is other than heading east on Lake Mead Parkway, you would effectively have more than a mile to come up to speed and merge over to the left before the lane that comes on from Sunset Road exits towards downtown Henderson just south of Auto Show Drive. You are correct to note that the metered ramp only operates during peak traffic periods. During other times, the three lanes at the stop bar are unneeded and drivers entering from Sunset can choose their path in light traffic to the single lane that enters I-515. The build alternative SB on ramp from Galleria Drive would come alongside I-515 with no need to merge similar to the on-ramp from Sunset Road. That lane would ultimately become the right lane of I-11 and continue south of Horizon Drive. The crossover configuration of the build alternative allows for widening of the highways and ramps within constrained right of way. NB I-11 currently joins with WB I-215 on the right-hand side adjacent to the Thatcher Chemical plant. As shown in the attached aerial view from the digital model of the build alternative, with the crossover configuration two lanes from NB I-11 would come alongside two lanes from Lake Mead Parkway on the left side where there is available right of way, and all four lanes would continue west and ultimately join with I-515 traffic from the median connector. Construction phasing to determine how to maintain traffic during construction has not been finalized, but concepts developed to date show that it would be possible to construct the new northbound to westbound flyover bridge and ramp prior to demolition of the existing flyover bridge. As with any construction project, there would be temporary construction impacts, but the highway will remain open during construction with traffic maintained. The median connector in the build alternative that carries traffic in both directions between I-215 and I-515 would be opened as two lanes in each direction with very wide left shoulders. Both directions could be changed to three lanes in each direction in the future, striped either as general-purpose lanes or as high occupancy lanes, depending on the needs at that future date. The land needed for the additional lanes is coming from the right of way that NDOT acquired for the original interchange. No new permanent right of way is needed for the project. Retaining walls would be used to construct roadways at different elevations next to each other to maximize the use of existing right of way. Please be assured that NDOT and Nevada's construction contractors endeavor to complete construction projects as expeditiously as practical. Much of our infrastructure is buried underground, including storm drains, sanitary sewers, gas, electric, communications, etc. There may be times when you are seeing traffic restrictions for work that is not readily visible to the motoring public as you pass through the construction site or the work might be performed at off-peak travel times. Major projects such as the Henderson Interchange often have incentive clauses to pay more for early completion, and the time to complete the work is often a factor in selecting a design-build contractor. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.</p>	7/5/22 4:15 PM									

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS	
Inbound	Public Website	My apologies for commenting twice, but after doing more research on this interchange design I did some digging. The LVRJ had this to say in an article about this project, "A crossover interchange is being considered for the area, which would be unique as there are only two other versions of the road project in the U.S. — one in the Baltimore area and one in Alabama." Doing a search for "Baltimore crossover interchange" and "Alabama crossover interchange" I was only able to find the following interchanges which matched the "crossover" description. If the one in Baltimore is for I-695 then I found the following troubling information about it. It appears that it has since been replaced with a more conventional flyover interchange. "At Exit 33 (I-95/John F. Kennedy Memorial Highway), both highways had crossed over themselves so that all through traffic was on the left side of the road with left-hand entrance/exit ramps connecting the crossover sections. This interchange was replaced in 2014 by a more conventional flyover ramp interchange, as part of the I-95 expansion project under construction since 2007, eliminating the left-turn ramps and I-95's double crossovers. The ramp from northbound I-95 to eastbound I-695 was completed in September 2008, the ramp from westbound I-695 to northbound I-95 was completed in October 2008, the ramp from northbound I-95 to westbound I-695 was completed in November 2008 (eliminating the left-hand exit), and the ramp from eastbound I-695 to southbound I-95 was completed in May 2009. The ramps from southbound I-95 to both westbound and eastbound I-695 were completed in June 2009 and the ramp from westbound I-695 to southbound I-695 was completed in July 2009 and the ramp from eastbound I-695 to northbound I-95 opened in August 2009. In addition to rebuilding these ramps, the project also add four ramps to service the high-occupancy toll lanes being added to I-95." Source: <a href="https://en.wikipedia.org/wiki/Interstate_695_(Maryland)">https://en.wikipedia.org/wiki/Interstate_695_(Maryland)</a> Not sure if the I-65 and I-20/I-59 interchange in Birmingham is the second "crossover"; however, I found the following information concerning. "At the north edge of downtown, I-65 reaches the I-20/I-59 intersection (exit 261) with a crossover interchange, often called "Malfunction Junction", through which the highway has five lanes, continuing on northward with four." Source: <a href="https://en.wikipedia.org/wiki/Interstate_65_in_Alabama">https://en.wikipedia.org/wiki/Interstate_65_in_Alabama</a>	6/14/22 12:35 PM	Elvis Rowe								elvisrowe@gmail.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. You are correct that the locations northeast of Baltimore and near downtown Birmingham were constructed decades ago as crossover interchanges and served as the inspiration for the Henderson Interchange build alternative. The crossover interchange in Birmingham was constructed in 1970 and the crossover interchange northeast of Baltimore was constructed some time prior to that. Interstate facilities are designed for traffic volumes projected out to 20 years from the current day, and all interchanges become functionally obsolete when traffic volumes grow to be much larger than the design capacity of the interchange. The fact that both crossover interchanges served for more than four decades is a testament to the original designers. The build alternative for the Henderson Interchange has important differences from the crossover interchanges constructed more than half a century ago. The left-hand entrances and exits are configured as forks, similar to how the southbound airport connector splits to join I-215 south of the airport. Lanes that enter on the left-hand side would be add lanes with no merging immediately required. With the advance signing that meets current design standards and the proliferation of wayfinding apps, left-hand entrances and exits should not be confusing to non-local motorists who are observing the signs and/or guided by the apps on their cell phones. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday, June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street.	6/22/22 12:02 PM										
Inbound	Email	FINISH CENTENNIAL FIRST. We have waited decades to have direct access from 95 to 215 in all directions. The project is proceeding at less than a snail's pace. Please give it more priority and GET IT DONE.	6/14/22 12:50 PM	Kathi							<a href="mailto:quilterkathi@embarqmail.com">quilterkathi@embarqmail.com</a>		

## Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/15/22 9:59 AM									Resolved
Inbound	Email	Not sure who thought that one lane was enough but it's not! I regularly sit in line trying to get from Horizon to the 215, where it narrows to one lane and people race ahead in the right lane then try to merge back over and cut off all those that waited patiently, its road rage waiting to happen. Terrible design.	6/15/22 9:23 AM	Dee Faires							dee.faires@cityofhenderson.,com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team and you will be happy to know that this issue will be resolved with the proposed improvements. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/15/22 9:58 AM									
Inbound	Email	WOW THAT IS QUICK~!!!! First, My apologies, after (sorry) I sent my email I actually took the time to review the virtual site and found the plan with the animations (very helpful). Super excited to get that improved.	6/15/22 10:03 AM									
Inbound	Public Website	NDOT and Dave have done a brilliant job looking at all the alternatives, selecting great options and staying in touch with the City and the public. This is the best project web site I have ever seen! Thanks for the great work!	6/15/22 9:28 AM	Ed McGuire							ed.mcguire@cityofhenderson.,com	Resolved
Outbound	Email	[Reply DB] Thank you so much for your support of the Henderson Interchange Project and your kind words. NDOT looks forward to continuing our partnership with the City of Henderson and we appreciate the effort and teamwork provided by your department. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.	6/22/22 11:45 AM									
Inbound	Public Website	Whatever you do, PLEASE make the transfer lanes at least two lanes wide. I don't understand why all the major "upgrades" downtown, I-15 & 215, etc. all end up with single lane transfers and they always back up and cause accidents and delaysng	6/15/22 11:44 AM	Gary Ackerman							gary@gaudinmotorcompany.com	

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	<p>[Reply DB] Thank you for your interest in the Henderson Interchange project. Your comment has been received by the project team. The issue you raised is one of the deficiencies of the existing interchange that was identified by the purpose and need for the project. The Build Alternative would construct connections with the following continuous lane configurations:</p> <ul style="list-style-type: none"> <li>•NB I-11 to NB I-515 – Three continuous lanes</li> <li>•SB I-515 to SB I-11 – Three continuous lanes</li> <li>•EB I-215 to EB Lake Mead Parkway – Two continuous lanes</li> <li>•WB Lake Mead Parkway to WB I-215 – Two continuous lanes</li> <li>•NB I-11 to EB Lake Mead Parkway – Low volume movement, one continuous lane</li> <li>•NB I-11 to WB I-215 – Two continuous lanes</li> <li>•SB I-515 to EB Lake Mead Parkway – Two continuous lanes</li> <li>•SB I-515 to WB I-215 – Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>•EB I-215 to NB I-515– Two continuous lanes on opening day, can be restriped in the future to three continuous lanes as conditions warrant</li> <li>•EB I-215 to SB I-11 – Two continuous lanes</li> <li>•WB Lake Mead Parkway to NB I-515 – Moderate volume movement, two lanes depart from Lake Mead Parkway and merge into one before entering the mainline</li> <li>•WB Lake Mead Parkway to SB I-11 – Low volume movement, one continuous lane.</li> </ul> <p>The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com or attend the in-person public hearing on Thursday June 23 from 4-7 PM at Lifeguard Arena, 222 South Water Street. Responses to all comments will be provided after the close of the comment period.</p>	6/22/22 11:54 AM									Resolved
Inbound	Email	Thanks for the reply David, impressive!	6/24/22 4:36 PM									
Inbound	Email	Good afternoon, I wanted to ask about CL20200029 - HENDERSON INTERCHANGE FROM HORIZON DR TO GALLERIA DR AND FROM VAN WAGENEN ST TO VALLE VERDE DR. I took a look at the webpage, but it didn't tell me everything I wanted to know. Can you please tell me the current status of the project and when the ROW and construction phase will begin?	6/15/22 2:02 PM	Chris							christinemt12@gmail.com	Resolved
Outbound	Email	<p>[Reply DB] Thank you for your interest in the Henderson Interchange Project. The project is currently in the NEPA (environmental study) phase, and we anticipate that the project will transition to procuring a design-build contractor starting this fall. No new permanent right of way is needed to construct the build alternative. The process to acquire temporary construction easements for reconstruction of adjacent driveways as needed for properties along Lake Mead Parkway could begin this coming year once the right of way setting has been completed. Construction could begin sometime in 2024 pending availability of funding for the project. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.</p>	6/20/22 11:25 AM									Resolved
Inbound	Email	I am writing to voice opposition to adding to the Henderson spaghetti bowl. We don't need more road, we need fewer cars on the road. We need to make do with what we have. I am in favor of making public transportation better for people who cannot afford to drive, and for people whose disabilities make them unable to drive. If we get more people on public transport, people who actually want to drive can use the existing roads.	6/16/22 2:28 PM	Alece Denning							denning6615@gmail.com	

## Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team and you will be happy to know that this issue will be resolved with the proposed improvements. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). Responses to all comments will be provided after the close of the comment period.	6/20/22 11:27 AM									Resolved
Inbound	Public Website	Please do not begin this project until the Spaghetti Bowl and Centennial Bowl are completed. We need alternate route choices and this will limit them.	6/20/22 8:13 AM	Debra DiCato							debrahi71@gmail.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The Nevada Department of Transportation endeavors to coordinate the work of adjacent projects to manage construction related impacts on motorists. The transportation needs for the state are large and it is oftentimes necessary for multiple projects to move forward simultaneously so that transportation needs can be met. Project NEON at the Spaghetti Bowl has been completed and the adjacent work on US 95 is scheduled to be completed in the next 12 months. Centennial Bowl construction is anticipated to be completed in early 2024, and Henderson Interchange construction is anticipated to start in the latter part of 2024. Work on the Henderson Interchange will also be coordinated with other projects on I-515 that are widening the freeway near Charleston Boulevard and rehabilitating the roadway between the Henderson Interchange and the I-515/Charleston project. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	6/27/22 9:08 AM									Resolved
Inbound	Public Website	The current design results in excessive noise from traffic (especially in the winter when prevailing winds are from the north) for homes near HR & Gibson. Better noise reduction is needed than we have now. Vehicles accelerate to deal with the elevation changes at this freeway junction and the ramps that rise above it - and it impacts people's sleep and quality of life - even though we don't seem that close to the freeway.	6/28/22 8:53 AM	Sibilla Merlo							Removeb4flight@gmail.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. As depicted in the attached exhibits, the build alternative includes sound walls along both sides of I-11 between the interchange with Horizon Drive and the UPRR rail crossing southeast of Acacia Park. The build alternative includes a sound wall along the south side of I-215 from the Gibson Road area to the UPRR crossing north of Acacia Park. These sound walls would provide better noise mitigation than would be experienced in the no-build condition. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/8/22 11:56 AM									Resolved
Inbound	Public Website	The current design fails to mitigate effects of traffic noise for homes along horizon ridge. It's bad. Please make this more of a priority this time.	6/28/22 8:54 AM	Sibilla Merlo							Removeb4flight@gmail.com	Resolved

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. As depicted in the attached exhibits, the build alternative includes sound walls along both sides of I-11 between the interchange with Horizon Drive and the UPRR rail crossing southeast of Acacia Park. The build alternative includes a sound wall along the south side of I-215 from the Gibson Road area to the UPRR crossing north of Acacia Park. These sound walls would provide better noise mitigation than would be experienced in the no-build condition. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/8/22 11:56 AM									Resolved
Inbound	Public Website	As NDOT is headed for public comment this week on the proposed Henderson Interchange, I implore the department to reconsider the continuance of the sound wall on I-11 South of Horizon to College Drive. The Mission Hills Estates subdivision butts against I-11 causing a multitude of issues for residents. The interchange project summary states that in 2020, 191,000 vehicles traveled daily through the interchange and it is expected to double by 2040. There is no dispute about the sheer volume of traffic (which is also comprised largely of commercial vehicles and tractor trailers). One of the major contributing factors to our dilemma is I-11 has a sizeable grade running North and South of College drive. This grade causes commercial vehicles to use their compression breaks at the start of the grade until level, and vehicles on the opposite side to aggressively accelerate to board the interstate. These two points are exactly at the starting and middle point of the subdivision. Our community residents are completely overwhelmed by the 24 hour noise, odor of emissions, and debris. Two additional concerns to note are, 1) the increasing number of random shootings occurring from the interstate. These occurrences have greatly impacted the residents causing harm and fear. One of the shootings resulted in bullets penetrating a bedroom wall. 2) some of our bedroom windows are exactly 96 feet from the interstate. Due to this close proximity, the constant noise has and continues to cause health issues among our residents. My statement can be supported by the dozens of studies linking excessive noise with brain and cardiovascular issues. I believe our residents deserve a chance to live and raise their families in a peaceful, safe environment, free from excessive noise and toxins. I am confident by NDOT continuing the sound wall, it will do just that. Thank you in advance for your compassion and consideration!	6/27/22 10:08 AM	Rajiv Kishore							rajiv.kishore@gmail.com	Resolved
Outbound	Email	[Reply DB] Thank you for your interest in the Henderson Interchange Project. Your comment has been received by the project team. The southern project limit of the Henderson Interchange project is Horizon Drive, and the Mission Hills Estates subdivision is outside of the project area. We have forwarded your comments and concerns to the NDOT Environmental Division and a representative will be contacting you. The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) will consider all comments received during the 30-day public comment period (June 8 – July 7, 2022). You can visit the project website at Henderson-Interchange.com. Responses to all comments will be provided after the close of the comment period.	7/8/22 12:00 PM									
Outbound	Email	[Reply JGT] I would like to assist with your traffic noise concern, but to do that, I need to have the physical address of your property in question. Could you please provide that to me? Then I can begin my data collection process.	7/11/22 10:20 AM									

## Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Public Website	Not only is this project a tremendous and unnecessary risk to the environment and peoples health it is a huge waste of over one quarter of a billion dollars. Not only is it not needed but the remedy is easily available and a quick fix. Simply closing the Gibson on-ramp to South 215 and re-lining the exit lanes to the North and South I-95 the majority of traffic issues that currently exist will be removed. Eliminating incidents from the merging traffic going across each other will almost entirely end and thus the only issue will be the traffic flow of I-95 in both directions. This would then not increase already dangerous vibration issues suffered by many residents living close to the freeway . Please do not proceed with this waste of life and money without exploring the option I have presented.	7/6/22 12:43 AM	Anthony Faoro							bigpapaldo@yahoo.com	Pending
Outbound	Email											
Inbound	Public Website	Great another project that NDOT is not going to get correct, and will have to come back and "fix" several more times.	7/6/22 6:56 PM	Roger Johnson		606 Arthur Ave	Henderson	NV	89015	7023591026	furbey123@yahoo.com	Pending
Outbound	Email											
Inbound	Public Website	In general, I think some of these improvements will be helpful, including restoration of access to Gibson, but I do lament the fact that we're already replacing a system interchange that was opened in the mid-2000's. That said, please consider: *Coordinating with CCSD on construction and bus schedules (particularly for the magnet programs). My kids attend McCaw ES - that and other schools have scheduled service that goes through the interchange AM/PM. It's already bad, but construction will make it worse, whether picking up directly or them taking the bus. They can't afford to be arriving at school late every morning, nor arriving at their afternoon stop (Greenspun MS) at random, unpredictable times. *If possible, consider direct access between UPRR and 215 Trail and Lake Mead. While there is access via the UPRR Trail, a direct connection would be helpful to have through the interchange as opposed to deviating an extra mile south following the tracks (it'd be a connection similar to what's being done on the Northern Beltway Trail at the Centennial Bowl interchange). *Transit service, current and future - although not in place now, having RTC restore express service between Henderson and Las Vegas (via 515 or 215) would be a helpful alternative, provided it's routed around the interchange. *Support for direct HOV-HOV access 215-515. Thank you for the consideration.	7/7/22 9:18 AM	Marco Velotta							mnelotta@gmail.com	Pending
Outbound	Email											
Inbound	Public Website	This project is not needed. To alleviate crashes, all you need to do is close the Gibson on ramp Eastbound. Then no one will be trying to merge across all the lanes, and traffic will be much smoother.	7/7/22 12:19 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	certifiedjackie@hotmail.com	Pending
Outbound	Email											
Inbound	Public Website	Sound walls will do nothing to alleviate the already loud downshifting of semi trucks. The vibrations which shake our entire house will increase, producing more nerve response, worsening my husband's autoimmune diseases.	7/7/22 12:25 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	certifiedjackie@hotmail.com	Pending
Outbound	Email											
Inbound	Public Website	Come on over and hang out in my backyard during rush hour. Then tell me there isn't a carbon monoxide problem. Now you'd like to exacerbate this by bringing in construction equipment to belch out their exhaust.	7/7/22 12:30 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	certifiedjackie@hotmail.com	Pending
Outbound	Email											

Henderson Interchange Project Virtual Public Meeting Comments/Questions July 6 - August 5, 2021

INBOUND / OUTBOUND	CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME	TITLE	STREET ADDRESS	CITY	STATE	ZIP	PHONE	EMAIL	STATUS
Inbound	Public Website	I fail to see how "community cohesion" will be improved, since the the noise, exhaust, and visual deterioration of our landscape will force people to hunker down inside their homes, not be social butterflies enjoying block parties and barbeques.	7/7/22 12:38 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	certifiedjackie@hotmail.com	Pending
Outbound	Email											
Inbound	Public Website	You don't need to spend all this money. There are less invasive and better fixes to make traffic flow easily. And you can't predict future growth for a city that will soon be out of water. This project is a waste of time and resources.	7/7/22 12:41 PM	Jacqueline Faoro		760 Viento del Montagna Av	Henderson	NV	89012	7028560103	certifiedjackie@hotmail.com	Pending
Outbound	Email											
Inbound	Email	This issues with the interchange are very easy to identify if you live in the area and drive it daily . The 1st is there is no truck lane for slow vehicles . thousands of trucks travel south to I-11 and construction rock trucks drive to the gravel pits in the Eldorado area every day and are a problem for traffic. The next is 215 east to 515 south needs 2 lanes all the way to ease traffic flow and one lane just to horizon from the ramp just for all the local traffic to exit at horizon and 50% of the vehicles that exit get off at horizon. The north bound 515 at lake mead needs to have it's lane that does not stop with a new lane in front of the fiesta casino . and last the recent moving of lanes going west on 215 really messed up traffic to fix this we need two lanes getting on going west on 215 , to do this one extra lane on the ramp from 515 north to 215 west . on another note the other end of 215 and I-15 is just as bad if not worse.	7/10/22 12:38 PM	Ken Freeman							snore1600rep@aol.com	Pending
Outbound	Email											

Nevada State Clearinghouse Comments Received for E2023-054 EA NDOT Henderson Interchange Project - Clark County - Clark

Comment # 1

**From:** Thomas C. Pyeatte Jr.  
**Agency:** Nevada Division of Water Resources  
**Title:** Professional Engineer  
**Phone:** 775-684-2862  
**Email:** tpyeatte@water.nv.gov  
**Date Received:** 08/25/2022

See Attached

Nevada State Clearinghouse

*Department of Conservation and Natural Resources*  
*901 South Stewart Street, Suite 5003*  
*Carson City, NV 89701*  
*775-684-2723*  
<http://clearinghouse.nv.gov>  
[www.lands.nv.gov](http://www.lands.nv.gov)

DATE: August 25, 2022  
Division of Water Resources  
**Nevada SAI # E2023-054**

Project: EA NDOT Henderson Interchange Project - Clark County

\_\_\_\_\_ No comment on this project      X   Proposal supported as written

AGENCY COMMENTS:

**NRS – Nevada Revised Statutes**  
**NAC – Nevada Administrative Code**

**General:**

Compliance with Nevada water law is required.

All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of NRS Chapters 533 and 534 and not otherwise.

Water shall not be used from any source unless the use of that water is authorized through a permit issued by the State Engineer. For underground sources, certain uses of water may be authorized through the issuance of a waiver pursuant to NRS Chapter 534 and NAC Chapter 534.

**Water for Construction Projects**

Ensure that any water used on a project for any manner of use shall be provided by an established utility or under permit or temporary change application or waiver issued by the State Engineer's Office with a manner of use acceptable for suggested project's water needs.